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THE
ASIATIC SOCIETY OF BOMBAY
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REPORT

OF THE

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BOMBAY CHAMBER OF COMMERCE

FOR THE

YEAR 1876-77.

PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 30TH OCTOBER 1877.

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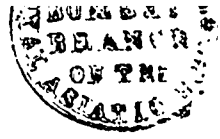

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Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER 1836.

List of Members.

Messrs. ALDRIDGE, SALMON & Co.
" BATES (EDWARD) & Co.
" BELL, BRANDENBURG & Co.
" BENN, ASHLEY & Co.
" BLASCHECK (A.) & Co.
" CAMPBELL, MITCHELL & Co.
" EWART, LATHAM & Co.
" FINLAY, MUIR & Co.
" FINLAY, SCOTT & Co.
" FORBES & Co.
" FRAMJEE, SANDS & Co.
" GADDUM & Co.
" GLADSTONE, WYLLIE & Co.
" GRAHAM (W. & A.) & Co.
" GREAVES, COTTON & Co.
" KILLICK, NIXON & Co.
" KNOOP & Co.
" LOCKHART (GEORGE) & Co.
" LYON & Co.
" MACDONALD (C.) & Co.
" NICOL (W.) & Co.
" OWEN & OKELL.
" PUNNETT & Co.
" PEEL, CASSELS & Co.
" RALLI BROTHERS.
Messrs. RITCHIE, STEUART & Co.
" SASSOON (D) & Co.
" SIEGFRIED (JULES) & Co.
" SOUTHERN (R. L.) & Co.
" SPINNER (E.) & Co.
" STEARNS, HOBART & Co.
" VINAY & Co.
" VOLKART BROTHERS.
" WALLACE & Co.
" WATSON, BOGLE & Co.
THE AUSTRO-HUNGARIAN LLOYD'S S. N COMPANY.
THE AGRA BANK, LIMITED.
THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.
THE COMPTOIR D'ESCOMPTE DE PARIS.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE NATIONAL BANK OF INDIA.
THE NEW COLABA COMPANY, LIMITED.
THE ORIENTAL BANK CORPORATION.
THE P. & O. S. N. COMPANY.
THE RUBATTINO S. N. COMPANY.

RETIRING COMMITTEE.

Hon'ble DONALD GRAHAM, *Deputy Chairman.*

Mr. R. E. BICKERDIKE
" M. MOWAT
" WALTER LANG
" J. A. BRYCE
" W. A. BAKER
} *Members.*

COMMITTEE FOR 1877-78.

Hon'ble WALTER LANG, *Chairman.*
Mr. M. MOWAT, *Deputy Chairman.*

Mr. W. A. BAKER
" S. D. SASSOON
" J. LITTLETON SYMONS
" C. MACDONALD
" O. T. MEILI
} *Members.*

MR. JOHN GORDON, *Secretary.*
MUCKONDROW BHAWOO, *Head Clerk*

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

Revised and adopted at a General Meeting held on 9th August, 1876.

I. THAT the object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good ; to promote and protect the general mercantile interests of this Presidency ; to collect and classify information on all matters of general commercial interest ; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general ; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and other means assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest ; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. That all persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted Members by the vote of a majority of not less than two-thirds of those voting at a General Meeting, as provided for in Rule III.

III. That one-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together—one partner representing a firm ; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. That the Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 25 per month.*

VI. That the affairs and funds of the Association be managed by a Committee of seven Members, consisting of the Chairman and Deputy Chairman of the Chamber and five Members, who shall be elected annually at a General Meeting of the Chamber in the month of September, and shall remain in office for one year, but be re-eligible on expiration of office. The Chairman and Deputy Chairman, as the case may be, to be *ex-officio* Chairman of the Committee, and in their absence the Committee to elect their own Chairman. Three to be a quorum. In the event of any Member of the Committee resigning or declining to serve, the remaining Members of the Committee shall fill up the vacancy.

VII. The Chairman, Deputy Chairman, and Members of Committee for election, must be proposed at least seven days before the General Meeting to be convened for the purpose of elections, and their names be published in the rooms of the Chamber for that period, and by circular. No two Members of one firm shall be on the Committee at the same time.

VIII. That all questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. That the Committee shall meet on Friday, or on such other day as may be found by them most convenient, of every week, to receive and dispose of all communications and references, and to take under their consideration generally all matters embraced in the objects of the Chamber; and that their proceedings be laid on the table for the inspection of all Members, subject to such regulations as they may make.

X. That General Meetings of the Chamber be held quarterly for the purpose of discussing any measures of public interest which may arise, and that in the interval between the Meetings the Committee of the Chamber be intrusted with the selection of subjects for discussion at those meetings, and give notice of the same to the Members beforehand. That a Special General Meeting shall be called by the Chairman, or by his order, seven days after the receipt of a requisition from any three firms, Members of the Chamber; but that a majority of firms, represented by one or more Members from each firm, being Members of the Chamber, be required to constitute such General Meeting, and that the Annual General Meeting shall be held in the month of September, on such day as the Committee for the time being shall direct, such meeting to be convened on a seven days' notice. That all General Meetings of the Chamber shall be advertised in the newspapers.

XI. That the Committee be authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of the

* *Subscription.*—The following resolution was adopted at a Meeting of the Chamber on April 11th, 1870:—"That the subscription to the Chamber be reduced from Rs. 25 to Rs. 20, and that the charge for a copy of each of the publications to Members be Rs. 15 per mensem."

establishment, and to control generally the management of the affairs of the Chamber.

XII. That all moneys or funds of the Chamber, as received, be paid into the hands of the Treasurer or Treasurers for the time being, and that the same be available by cheques signed by the Chairman, or in his absence by the Acting Chairman for the time being, and by one other Member of the Committee.

XIII. That a Secretary be appointed by a majority of Members in such way as the Committee for the time being may point out; that it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, handing the same over to the Treasurer, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. That all the proceedings of the Committee be subject to approval or otherwise of General Meetings duly convened.

XV. That any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but that a residence of two months shall subject him to the rule for the admission of Members.

XVI. *Honorary Members.*—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. That an annual report of the proceedings be made, and copies sent to the similar Associations in India, China, and elsewhere.

XVIII. That the foregoing Rules be added to, or altered, only by a majority of Members of the Chamber.

XIX. That the firms whose signatures are attached be considered as acknowledging the "Bombay Chamber of Commerce" as now constituted, to represent their public and united interests.

XX. That the foregoing Rules be copied into a book, to be kept with the records of the Chamber, and be signed by all the Members, and that copies be printed and delivered to each firm.

RULES AND REGULATIONS

For the Measurement by Callipers upon Exports from Bombay of Cotton, Wool, Hemp, and other Pressed Bales.

———:o:———

I. THAT Callipers shall from time to time be submitted to the Secretary of the Chamber of Commerce, and, if found correct, shall be branded with a stamp bearing the name of the Chamber, to indicate the same.

II. That if, from use or otherwise, any Calliper should get out of order and be objected to, the party objecting shall send the Callipers to the Chamber for examination, and should the objection be valid, the Chamber stamp shall be defaced by the Secretary. If, however, the objection is found to be groundless, the Secretary shall give a note to that effect, and the party objecting shall be bound by his decision.

III. That any Callipers found incorrect, and on which the stamp has been defaced, may be re-stamped after adjustment.

IV. That no measurements shall be held good except such as are taken by Callipers bearing the Chamber's stamp.

V. That public Measurers shall be appointed under the authority of the Chamber of Commerce, and stationed at the different Bunders, to measure pressed bales of Cotton, Wool, Hemp, and other merchandise.

VI. That a Fee, the amount of which shall in no case exceed half an anna per bale, but which may be regulated by the Chamber from time to time in order to meet the expenses of the necessary establishment, shall be levied on all bales measured by the duly appointed Measurers.

VII. That no bales be measured without the production of the Custom House Pass bearing the endorsement of the Measurement Fee Clerk, to the effect that the Fee has been paid.

VIII. That the Measurers shall measure not less than five bales in every hundred, ascertaining the length of the bale and the greatest width and depth over the lashings, and as near the centre of the bale as possible, but not over the knots.

IX. That the Measurer shall give a Certificate of Measurement, which must accompany the bales to the ship or steamer, and shall

furnish the Shipper with a copy thereof. This Certificate, which shall be retained by the ship, shall state—

The date and hour of measurement,	The name of the ship or steamer,
The number of the boat,	The number of bales,
The name of the tindal,	The marks of the bales,
The name of the shipper,	The measurement.

X. That the Shipper shall, if required, in writing, give the Agent of the ship or steamer notice in writing, of the time when, and the name of the Bunder on which his bales will be measured, in order that the ship or steamer may be represented.

XI. That the bales shall be alongside the ship or steamer within 36 hours after measurement, weather permitting, or the Certificate shall be void, and the bales shall be re-measured on board, written notice, however, in such case being given to the shipper, so that he may have the option of attending.

XII. That the salaries of the Measurers, and all other expenses connected with this scheme of measurement, be paid by the Chamber from the Fee Fund raised under these Rules.

XIII. That all matters pertaining to the measurement of Cotton, as defined above, including the appointment of the Measurers, the fixing of their salaries, the payment of the same, and the doing of all things necessary for a proper and economical working of the scheme, be placed in charge of the General Committee of the Chamber.

XIV. No refund of Measurement Fees will be allowed for sums under one Rupee.

XV. No claim for refund will be allowed, unless presented within one month from the date of vessel's departure.

GENERAL RATES OF COMMISSION.

———:o:———

Table of General Rates of Commission chargeable in Bombay, as revised by the Chamber of Commerce, and confirmed at the General Meetings held on the 9th August, and the 31st of October, 1876.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per Cent.
1.	On effecting insurance	½
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash...	2½
3.	On the sale or purchase of goods of all denominations (except as under)	5
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 5 per cent. has been previously charged	2½
5.	On the sale or purchase of ships, houses, and lands, of opium, and of diamonds, pearls, and jewellery of all descriptions	2½
6.	On the sale or purchase of treasure or bullion ...	1
7.	On the sale or purchase of cattle	5½
8.	On goods consigned which are disposed of by outcry or sent to a shop, on net proceeds	5
9.	On goods consigned and afterwards withdrawn, invoice cost	2½
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale ...	2½
11.	On attending the delivery of contract goods to the Government or individuals	2½
12.	On collecting house rent	2½
13.	On sale or purchase of private Bills of Exchange ..	1
14.	On effecting remittances by Bills of Exchange ...	1
15.	On exchanging Government securities of all descriptions, or investing money therein, and on transferring Government paper from one constituent to another	½
16.	On surrendering or depositing in the Treasury Government securities of all descriptions	½
17.	On recovering of bonds, or of bills for absentees, overdue at the time of their being placed in the possession of the Agent	2
18.	On debts when a process at law by arbitration is necessary	2½
19.	On debts when recovered by such means	5

		Per Cent.
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds, or debts in general, by endorsement or otherwise...	2½
23.	On bills of exchange returned noted or protested ...	1
24.	On granting and cashing letters of credit	2½
25.	On becoming security to Government or public bodies in any case	2½
26.	On depositing Government paper as security for constituents	1
27.	On receipt or payment, at the option of the Agent, of all moneys not arising from proceeds of goods on which commission has been previously charged ...	1
28.	In cases where the debtor side of the account exceeds the creditor side, including the balance of interest, commission to be charged at the rate of	1

Native Consignments.

29. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

Shipping Business.

30. On procuring freight 5

"When the freight is payable in sterling the commission shall be calculated on the sterling amount at the following rates for Bank Bills, viz., at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."

Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.

31.	On collecting freight	2½
32.	On tendering a vessel (if accepted) for the conveyance of troops ; on the amount of the charter party ...	5
33.	On shipping goods of every description on which no commission for the purchase has been charged ...	2½
34.	On shipping treasure, bullion, and jewellery ...	1
35.	On ship's disbursements when in funds...	1
36.	On ship's disbursements when not in funds	2½
37.	On account of passage-money, whether the same passes through the Agent's hands or not	5
38.	For executing orders to Charter or engage Tonnage in Bombay or at outports	2½
39.	On realising Bottomry Bonds or negotiating any loan on *respondentia*	2½

		Per Cent.
40.	On landing and re-shipping goods from any vessel in distress, stranded, or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold...	2½
	If Opium, Indigo, Raw Silk or Silk Goods... ...	1½
	If Treasure, Precious Stones, or Jewellery... ...	½
41.	On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo	5
42.	On Ships leaving the Port in ballast which have been consigned inward, 6 annas per ton upon the English net registered tonnage.	
43.	On steamers leaving the Port in ballast which have been consigned inward, 8 annas per ton upon the English net registered tonnage.	
44.	On Ships leaving the Port in ballast which have been consigned inwards and outwards, 12 annas per ton upon the English net registered tonnage.	
45.	On steamers leaving the Port in ballast, which have been consigned inward and outward, Re. 1 per ton upon the English net registered tonnage.	

Note applicable to rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 1 *of the General Rates of Commission which fixes the rate "on procuring freight."*

SHIP FREIGHT INWARDS TO BOMBAY.

PAYABLE IN BOMBAY.

———:o:———

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March, 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August, 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January, 1877, from which date payment will be regulated in conformity with the following Resolution :—

46. "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY.

PAYABLE IN BOMBAY.

———:o:———

Resolution passed at the Annual General Meeting of the Chamber on the 31st October, 1876 :—

47. "That difference of freight, outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation on the shipping order or charter party to the contrary), shall be converted into Indian currency at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week : 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

TONNAGE SCALE AT BOMBAY.

———:o:———

STEAMERS.

At the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October, 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously :—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast, to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary" :—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the nett weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October, 1872.

SHIPS.

At a General Meeting of Merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June, 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell, Mitchell & Co., and unanimously carried :—"That from and after the 1st of January, 1857, the following amended Scale be taken to regulate the Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary" ;—

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co., and carried unanimously :—"That the Freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously :—" That when Freight is payable on weight, the same is to be on the Nett Weight delivered."

(Signed) W. F. HUNTER,
Chairman.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 ,,
Annato, in cases	40 feet.	50 feet.
Apparel	do.	50 ,,
Arrowroot, in cases	do.	50 ,,
Assafœtida, in cases	do.	50 ,,
Barilla	16 cwt.	20 cwt.
Bees' Wax, in cases	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Books	40 feet.	50 feet.
Borax, in cases	do.	50 ,,
Do. in bags	16 cwt.	20 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet.	50 feet.
Canes, Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula, and Buds	do.	50 ,,
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars	do.	50 ,,
Cinnamon, in bales	...	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	do.	50 ,,
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	...	20 cwt.
Cocoa, in bags	10 cwt.	12 ,,
Coculus Indicus, in bags	13 do.	16 ,,
Coffee, in cases	40 feet.	50 feet.
Do. in bags or frazils	12 cwt.	16 cwt.
Coir, in bales	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet.	8 ,,
Colocynth, in cases	do.	50 feet.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robins	8 do.	12 ,,
Do. in bags	...	12 ,,
Coral, Rough (not specimen), in bags	16 do.	20 ,,
Cotton, in bales	40 feet.	50 feet.

Articles.	Steamers.	Ships.
	To the Ton.	To the Ton.
Cowries, in cases	40 feet	50 feet.
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 do.	12 ,,
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed	13 cwt.	16 cwt.
Dates, wet	16 do.	20 ,,
Do. dry	13 do.	16 ,,
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony square and straight	do.	50 ,,
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases...	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 do.	20 ,,
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 do.	16 ,,
Do. in cases	40 feet.	50 feet.
Ginger, dry, in cases	do.	50 ,,
Do. in bags	10 cwt.	12 cwt.
Gram	15 do.	20 ,,
Ground Nuts, shelled	13 do.	16 ,,
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags	13 cwt.	16 cwt.
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	do.	50 ,,
Do. loose or in bundles	5 cwt.	7 cwt.
Hides and Skins, in screwed bales ...	40 feet.	50 feet.
Do. loose and in small bundles	do.	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 ,,
Do. Deer, loose	6 do.	8 ,,
Horn Tips, of any kind	13 cwt.	16 ,,
Indigo, in cases	40 feet.	50 feet.
Jackwood	do.	50 ,,
Lac Dye, in shells or cases...	do.	50 ,,
Linseed, in bags	16 cwt.	18 cwt.
Mace, in cases	40 feet.	50 feet.
Mother-o'-Pearl, in cases...	do.	50 ,,
Do. in bags	16 cwt.	20 cwt.
Munjeet or Madder Root, in cases or bales	40 feet.	50 feet.
Do. in bundles or bags...	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Myrabolams, in bags	13 cwt.	16 cwt.
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	do.	50 ,,
Do. in bags	13 cwt.	16 cwt.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Oil, of any kind, in casks	40 feet.	210 Im.gals
Oil Seeds—Teel, Rape, Mustard, Gingelly, and Castor...	14 cwt.	17 cwt.
Opium...	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 do.	16 ,,
Pimento	12 do.	14 ,,
Plumbago, in bags	16 do.	20 ,,
Rattans, in bundles	13 do.	16 ,,
Do. Ground	13 cwt.	16 ,,
Red Wood	do.	16 ,,
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags...	16 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	do.	50 ,,
Do. in bags	8 cwt.	10 cwt.
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	do.	50 ,,
Do. in bags	15 cwt.	18 cwt.
Saltpetre	16 do.	20 ,,
Sandal and Sapan Wood	11 do.	16 ,,
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales...	8 do.	10 ,,
Do. in cases...	40 feet.	50 feet.
Soap, in cases	do.	50 ,,
Sugar, in bags	16 cwt.	20 cwt.
Talc	do.	20 ,,
Tallow	40 feet.	50 feet.
Tamarinds	15 cwt.	18 cwt.
Tea, in chests	40 feet.	50 feet.
Timber, Teak: Square Planks and Poon	do.	50 ,,
Do. Round, one-fifth off.	...	...
Tobacco, in bales	40 feet.	50 ,,
Tortoise Shells, in chests	do.	50 ,,
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 do.	20 ,,
Unrated Wood	11 do.	14 ,,
Whanghees (*vide* Canes)	13 do.	16 ,,
Wheat	16 do.	20 ,,
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases...	do.	50 ,,
Wool, in screwed bales	do.	50 feet.
Zedory	16 cwt.	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet.

SCALE OF LANDING CHARGES,

CHARGEABLE TO CONSIGNEES FOR THE LANDING OF GOODS.

Sanctioned by the Bombay Chamber of Commerce, at the Annual General Meeting of the Members held on the 30th of October, 1877.

[These rates are understood to be maximum rates and to cover landing, cranage, and delivery on the Bunder, but not Bunder Fees.]

Articles	How Charged.	Rs.	a.	p.
Almonds	Bag.	0	1	0
Alum	Ton.	1	4	0
Arrowroot	In moras of 1½ cwt.	0	2	0
Do.	In cases of 1 cwt.	0	2	0
Asphalte	Ton.	1	4	0
Assafœtida	Bag.	0	6	0
Beer and Porter	Hogshead.	0	8	0
Beads	Case.	0	5	0
Boilers	...	Special.		
Books	Ordinary Case.	0	5	0
Boots	Case.	0	5	0
Borax	Do.	0	5	0
Brassware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Brass Leaves	Case.	0	2	0
Bricks, Fire	Ton.	1	4	0
Bullion	...	Special.		
Camphor	Case.	0	4	0
Do.	Tub.	0	1	6
Candles...	Cwt.	0	3	0
Canvas	Bale.	0	5	0
Cardamoms	Bag.	0	2	0
Do.	In cases of 2 cwt.	0	6	0
Carpets	Package.	0	7	0
Carriages	Each.	8	0	0
Cashewnuts	Bag.	0	2	0
Cassia	Case.	0	3	0
Cement	Ton.	1	12	0
Chalk	Do.	1	4	0
Chillies	Bag.	0	1	0

Articles.	How Charged.	Rs.	a.	p.
Cheroots	In cases of 10,000	0	8	0
Clay, China, or Fire	Ton.	1	12	0
Cloves	Bag not exceeding 1½ cwt.	0	1	3
Cochineal	Case.	0	5	0
Cocoanuts	Bundle.	0	2	0
Coal (on the South of the P. & O. Co.'s Dock)	Ton.	0	12	0
Do. (on the North of the P. & O. Co.'s Dock)	Do.	1	0	0
Coffee (in Bags)	Do.	1	8	0
Coir	In bundles of cwt.	0	1	0
Copper and Yellow Metal (in Cases)	Ton.	1	12	0
Do. do. (in Cakes or Slabs).	Do.	1	6	0
Copra	Bag.	0	1	0
Do.	Robbin.	0	2	0
Copperas or Sulphate of Copper ...	Ton.	1	12	0
Cotton, Full-pressed Bales ...	Bale.	0	5	0
Do. (Unpressed) in Dooras and Half-pressed Bales	Cwt.	0	1	6
Crackers	Case.	0	4	0
Crockery	Cask or Crate.	1	0	0
Dates, dry (in Mats or Bags) ...	Cwt.	0	1	0
Do. wet (do. do.) ...	Do.	0	1	0
Drugs	Bag or Case.	0	5	0
Fishmaws and Sharkfins	Bag.	0	4	0
Flax	Bale.	0	5	0
Flour	Ton.	1	12	0
Fruits, dried (in Bags, &c.) ...	Cwt.	0	1	0
Ghee	Dubber.	0	4	0
Ginger, dried	Case or Bag.	0	3	0
Glass, Window	Case.	0	2	0
Grain of all sorts...	Bag.	0	1	0
Groundnuts	Do.	0	1	0
Gums (in Bags)	Cwt.	0	1	0
Gunny Bags	Bale.	0	6	0
Do. Bundles (Bundle of 50) ...	Bundle.	0	1	0
Haberdashery and Millinery ...	Small Case	0	4	0
Do. do.	Large do.	0	6	0
Hardware (with cranage)... ...	Ton.	1	12	0
Do. (without do)... ...	Do.	1	4	0
Hides (in pressed Bales)	Cwt.	0	1	0
Indigo	Case.	0	6	0

Articles.	How Charged.	Rs.	a.	p.
Ironmongery (with cranage) ...	Ton.	1	12	0
Do. (without do.) ...	Do.	1	4	0
Iron (Loose and in Bundles) ...	Do.	1	4	0
Do. Pig	Do.	1	0	0
Jaghery...	Bag.	0	1	0
Jute	Bale.	0	5	0
Lashings	Do.	0	5	0
Lead Sheets	Ton.	1	12	0
Mace	Case.	0	3	0
Machinery (weight or measurement as per Bill of Lading)	In pieces under a ton, per ton.	1	12	0
Marble Slabs	Do.	2	0	0
Matches	Case.	0	5	0
Mats of sorts	Cwt.	0	1	0
Medicine	Case.	0	5	0
Millinery and Haberdashery ...	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Nuts of sorts (in Bags)	Cwt.	0	1	0
Nutmegs (in Bags or Cases) ...	Do.	0	1	0
Oils (in Casks)	Ton.	2	0	0
Oil (Kerosine)	Case.	0	1	0
Oilmanstores	Large Case.	0	3	0
Do.	Small do.	0	1	0
Paper	Bale or Case	0	5	0
Do. China	Do.	0	3	0
Paint (in Oil)	Ton.	2	8	0
Pepper (in Bags)...	Cwt.	0	1	0
Pianos	Each.	5	0	0
Piece Goods from Europe... ...	Bale or Case.	0	5	0
Porter and Beer	Hogshead.	0	8	0
Quick Silver	Bottle.	0	3	0
Read Lead	Ton.	1	12	0
Rice	Bag not exceeding 1½ cwt.	0	1	0
Rope (with cranage)	Ton.	2	0	0
Do. (without do.)	Do.	1	8	0
Saffron	Case.	0	5	0
Safflower	Bag.	0	2	0
Saltpetre (in Bags)	Cwt.	0	1	0

ARTICLES.	How Charged.	Rs.	a.	p.
Seeds, in Bags	Cwt.	0	1	0
Sharkfins and Fishmaws	Bag.	0	4	0
Shells (Mother-o'-Pearl), in Bags ..	Cwt.	0	1	0
Shellac...	Case.	0	4	0
Silk, China	Bale.	0	6	0
Do. Pieces	Case.	0	6	0
Skins, Goat (in Bales or Bundles) ...	Cwt.	0	1	0
Spelter...	Ton.	1	4	0
Spices, in Bags or Cases	Cwt.	0	1	0
Spirits, Wine and Beer, per dozen Quarts or 2 dozen Pints ...	Dozen.	0	1	0
Stationery	Package.	0	5	0
Steel (in Kegs and Loose) ...	Ton.	1	4	0
Sugar	Bag not exceeding $1\frac{1}{2}$ cwt.	0	1	3
Sulphur	Ton.	1	12	0
Tallow	Cask.	0	5	0
Tea	Half Chest.	0	1	0
Do.	Whole do.	0	2	0
Timber, Logs and Squares ...	Ton of 50 C. Feet.	1	4	0
Do. Scantlings, Shingles, &c....	Do.	1	8	0
Tin Plates (in Boxes)	Ton.	1	4	0
Tobacco...	Case.	0	4	0
Turmeric	Bag.	0	1	0
Tusks, Elephant...	Bundle.	0	6	0
Do. do.	Piece.	0	2	0
Twist or Yarn	Bale.	0	5	0
Umbrellas	Case.	0	5	0
Vermillion	Do.	0	4	0
Wine and other Liquors	Hogshead.	0	10	0
Do.	Quarter Cask.	0	5	0
Wool, Pressed	Bale.	0	5	0
Do. Unpressed..	Bora.	0	8	0
Yellow Metal and Copper (in Cases).	Ton.	1	12	0
Do. do. do. (in Cakes & Slabs	Do.	1	6	0

GENERAL MEETINGS IN 1876-77.

A SPECIAL GENERAL MEETING of the Members of the Chamber of Commerce was held at the office of the Chamber on Friday the 16th March, 1877.

Present :—

Hon'ble DONALD GRAHAM, *Deputy Chairman, in the Chair.*

Mr. M. Mowat,	Mr. J. K. Bythell,
,, B. Nicholson,	,, H. Maxwell,
,, J. Brandenburg,	,, D. E. Owen,
,, J. Moore,	,, C. Poole,
,, L. Weber,	,, T. F. Punnett,
,, Walter Lang,	,, P. Fachiri,
,, C. H. Forbes,	,, C. Douglass,
,, O. Fiedler,	,, E. Sassoon,
,, L. R. Croft,	,, J. A. Bryce,
,, R. H. Cheetham,	,, J. Janni,
,, R. B. Sedgewick,	,, D. Finlayson,
,, R. E. Bickerdike,	,, F. D. Parker,
,, C. Macdonald,	,, C. Grondona, and

J. GORDON, *Secretary.*

The notice convening the Meeting was read by the Secretary.

2. The Chairman, after dwelling on the excellent qualities of the late Captain Henry, Chairman of the Chamber, and expressing the high esteem in which he was held by the Mercantile Community and the public generally, moved the following resolution :—

"That the Chamber of Commerce deeply regrets the death of Captain G. F. Henry. As Chairman of the Chamber, to which office he was unanimously elected in October last, he had, by his great experience in commercial affairs, his tact, courtesy, and ability, won the respect of its Members, and they desire to place on record their sense of the great loss which the Mercantile Community has, by his melancholy death, sustained."

The resolution was seconded by Mr. Hamilton Maxwell, and carried unanimously.

Mr. M. Mowat next moved :—

"That a copy of the foregoing resolution be sent to Mrs. Henry,

with an expression of the Chamber's deepest sympathy with her in her sad bereavement."

Mr. D. Finlayson seconded the resolution which was carried unanimously.

A ballot was taken for the election of Messrs. Gladstone, Wylie & Co. who had been proposed by Mr. P. W. Robertson and seconded by Mr. C. J. Sharp: they were declared duly elected.

The Chairman then addressed the meeting on the various subjects which had occupied the attention of the Committee since the last General Meeting of Members, and several Members spoke on some of the subjects which had been touched upon. The proceedings terminated with a vote of thanks to the Chairman.

A Public Meeting was held in the rooms of the Chamber of Commerce on Friday the 23rd March, 1877, to discuss the new Bombay Cotton Frauds Act of 1877.

Present:

The Hon. DONALD GRAHAM, *Deputy Chairman of the Chamber, in the Chair.*

Mr. J. Dickson,
,, J. Brandenburg,
,, T. Moore,
,, G. Sigg,
,, P. A. R. Oldfield,
,, J. L. Symons,
,, Water Lang,
,, C. H. B. Forbes,
,, Sorabjee Framjee,
,, O. Fiedler,
,, R. H. Cheetham,
,, R. B. Sedgwick,
,, L. R. W. Forrest,
,, R. E. Bickerdike,
,, Ed. Comber,
,, D. E. Owen,
,, C. Poole,
,, J. A. Cassels,
Mr. W. O. Punnett,
,, M. Mowat,
,, E. Sassoon,
,, E. Spinner,
,, J. Y. Lang,
,, C. T. Meile,
,, J. A. Bryce,
,, W. S. D. Blackhall,
,, C. J. Sharp,
,, D. Finlayson,
,, G. E. Noble,
,, J. M. Maclean,
,, J. Marshall,
,, R. Clarke,
,, S. L. Macnaghten,
,, T. R. Booth,
,, Martin Wood and many others.

J. GORDON, *Secretary.*

The Chairman said that the Chamber had called the meeting for the purpose of eliciting an opinion both with regard to the general question of Legislation as to Cotton Frauds and in particular with

regard to the new Bill which had lately passed through the Legislative Council of Bombay, and with this object it was thought desirable to invite not only the Members of the Chamber to attend the meeting, but also the general public and all those who took any interest in this question.

Mr. Bryce moved the first resolution, viz.

"That this meeting protests against either the continuance of the Bombay Cotton Frauds Act No. IX. of 1863 on the Statute-Book, or the new Bombay Cotton Frauds Bill 1877, which passed the Legislative Council on the 3rd March 1877, becoming law, for the following reasons:—

That the cotton trade of Western India considers that special legislation is useless and unnecessary, the general criminal law already providing sufficient remedies, and there is therefore an injustice in burdening the trade with any part of the cost of the establishment maintained for the purposes of the Act.

That special legislation is indefensible as contrary to the principle that the State shall not interfere to protect experts.

That the working of the existing law has been harsh and vexatious, and that the new Bill contains provisions which will be found equally inoperative, but capable of still greater oppression, and

That if special legislation is persisted in on the ground that it is necessary for the protection of national interests, the expences of working it should be borne by the State."

The Hon'ble W. Lang seconded the resolution.

Messrs. J. Y. Lang, Bickerdike and J. M. Maclean supported the resolution.

Mr. Mowat though approving of special legislation for the cotton trade, disapproved of several of the clauses of the new Bill of 1877.

The resolution on being put to the meeting was carried unanimously.

Mr. M. Mowat moved:—

"That, in particular, apart from the unnecessary provisions and the objectionable principles of this special legislation, the new offences created, and the arbitrary powers of confiscation given, under the Bombay Cotton Frauds Bill, 1877, are certain to lead to extreme hardship, and this meeting therefore protests against Sections 6 and 14 of the Bill which empower the Magistrate or Court to confiscate and destroy any adulterated cotton, wherever

it may be found ; and it further protests against Section 22 of the Bill which authorises the proceeds of special taxation upon a particular, and already over-burdened, trade, to be applied to the purpose of promoting and improving the cultivation and manufacture of cotton."

Mr. Marshall seconded the resolution which was carried unanimously.

Mr. Vizjbhookundass Atmaram moved :—

"That the Committee of the Chamber of Commerce be requested, on behalf of this meeting, to submit the foregoing Resolutions to His Excellency the Viceroy, and to Her Majesty's Secretary of State for India, with memorials praying that they will, in exercise of their respective powers, veto and disallow the Bombay Cotton Frauds Bill 1877, and that a Petition be presented to the House of Commons, and entrusted to the care of Mr. Fawcett, the distinguished member for Hackney, praying for redress of the grievances to which the cotton trade of Western India is, by useless and unnecessary special legislation, subjected."

Mr. Tapidass Vurjdass seconded the resolution, which was carried unanimously.

On the motion of Mr. Mowat, a vote of thanks was accorded to the Chairman, and the Meeting separated.

A Special General Meeting of the Members of the Chamber of Commerce was held at the office of the Chamber on Tuesday, the 24th July, 1877, to consider the growing deficit in the revenues of the Port Trust and other business.

Present :—

MR. DONALD GRAHAM, *Deputy Chairman, in the Chair.*

Hon'ble W. Lang,	Mr. Hamilton Maxwell,
Mr. Nicolson,	,, D. E. Owen,
,, Abercrombe,	,, C. Poole,
,, J. L. Symons,	,, M. Mowat,
,, C. L. Weber,	,, E. Sassoon,
,, C. H. B. Forbes,	,, S. Solomon,
,, J. R. Greaves,	,, J. Y. Lang,
,, R. E. Bickerdike,	,, C. Kapp,
,, A. E. Ashley,	,, J. A. Bryce,
,, E. Lord,	,, H. W. Jones,
,, C. Macdonald,	,, F. D. Parker, and

JOHN GORDON, *Secretary.*

The circular convening the Meeting having been read by the Secretary.

Messrs. A Blascheck & Co. were, on the motion of Messrs. Volkart Brothers, seconded by Messrs. Greaves, Cotton & Co., admitted members of the Chamber after ballot.

The New Colaba Company, Limited, was, on the motion of the Chairman, and seconded by Mr. J. Y. Lang, admitted members of the Chamber after ballot.

The Chairman addressed the Meeting briefly on some of the principal topics which had engaged the attention of the Committee since the last General Meeting held in the month of March last.

The Chairman said that the next business before the Meeting was the consideration of the Port Trust Report for 1876-77, which had again shown an unsatisfactory result. A resolution of which notice had been given would be put before the Meeting, and as it would no doubt be fully discussed, he made few remarks on the subject.

Proposed by Mr. R. E. Bickerdike (Messrs. Knoop & Co.), seconded by Mr. M. Mowat (Messrs. Ritchie, Steuart & Co.)

"That this Chamber observes with anxiety the rapid growth of the deficit in the revenues of the Port Trust. The deficit already amounts to Rupees 3,94,681, and there is a further estimated deficit of Rs. 2,19,210, for the year ending 31st March 1878, making a total to that date of Rupees 6,13,891, and the uncertainty as to how Government will dispose of this deficit is a source of constant apprehension to the Mercantile Community. The Chamber therefore resolves to urge upon the Government of India the reconsideration of the position of the Port Trust, and to request Government to intimate as soon as practicable how it proposes to deal with this steadily growing deficit."

After some discussion, the resolution was carried unanimously.

The Proceedings then terminated after a vote of thanks to the Chairman.

A Public Meeting of the inhabitants of Bombay was held in the Town Hall, on Wednesday the 29th August, 1877, to protest, in the interests of the City and Presidency of Bombay, against the construction of the proposed Railway from Ahmedabad to Ajmere on the narrow gauge.

Mr. Cursetjee Furdoonjee Parukh, the Sheriff, read the requisition addressed to him, and requested the meeting to elect their Chairman.

On the motion of Mr. Byramjee Jeejeebhoy, seconded by Mr. Kessowjee Naik, Mr. Donald Graham was called to the chair.

Present:

The Hon. Mr. Lang,
Mr. Donald Graham,
,, J. A. Bryce,
,, F. Mathew,
,, J. M. Maclean,
,, M. Mowat,
,, J. Gordon,
,, J. R. Duxbury,
,, Malcolm McPherson,
,, W. Pendlebury,
,, T. H. Moore,
,, J. Hewitt,
,, T. W. Wood,
,, D. E. Gostling,
,, J. Q. Pigot,
,, J. Jardine,
,, C. W. L. Jackson,
,, H. C. Kirkpatrick,
,, G. Manson,
,, R. E. Bickerdike,
Dr. T. Blaney,
Mr. J. Thorburn,
,, W. A. Baker,
,, J. M. Sloater,
,, C. W. Prescot,
,, D. S. Kemp,
,, N. Randle,
,, J. B. Paterson,
,, J. H. Latimer,
Dr. T. S. Weir,
Mr. C. Braham,
,, G. S. Lynch,
,, D. E. Owen,
, Kapp,
,, Symons,
,, Campbell,
,, Sharp,
,, G. A. Kittredge,
,, F. D. Parker,
,, W. A. Hazelbrook,
Mr. H. F. Whyte,
,, G. H. Bayly,
,, G. Taylor,
,, J. W. Russell,
,, J. Bicknell,
,, J. Kidd,
,, G. W. Wingrove,
,, W. Gahagan,
,, E. W. Campbell,
,, W. S. Elliot,
,, H. Solomon,
,, H. W. Jones,
Sir Jamsetjee Jejeebhoy, Bart.,
Mr. Byramjee Jeejeebhoy, C.S.I.,
,, Kessowjee Naik,
,, Cursetjee Furdoonjee Parukh,
,, Nanabhoy Byramjee Jeejeebhoy,
,, Mancherjee N. Banajee,
,, Ahmedbhoy Hubibhoy,
,, Venayek R. Luxmonjee,
,, Byramjee Nusserwanjee Servai,
,, Tapidas Vurjdas,
,, Raghunath N. Khote,
Dr. Shantaram Vithul,
Mr. Lukhmidas Khimjee,
,, Homjee C. Dady,
,, Morarjee Goculdas,
,, Dinanath R. Khote,
,, Damoodhurdas Tapidas,
,, Bhoyshunker Nanabhoy,
,, Hurkissondas Narotumdas,
,, Vundravundas Purshotumdas,
,, CowasjeeManockjeeLimjee,
,, Burjorjee R. Mody,
,, C. N. Cama, and several hundred others.

The Chairman, in addressing the meeting, said—Gentlemen,—

You have been asked to come here to-day to consider a matter of vital importance to Bombay. In explaining the objects of the meeting, I can't do better than remind you of the parting advice given by our late Governor. You will remember that Sir Philip Wodehouse, in his speech at the Byculla Club shortly before he left, said, speaking of the Rajpootana Railway, "You cannot too steadily or too perseveringly agitate for its speedy construction, and, above all, agitate against its being constructed on the narrow gauge. I cannot myself conceive anything more ruinous or more mischievous than the introduction of the narrow gauge on a line which will become the great road of communication between the North-West Provinces and parts of the Punjab—a line which will reduce the distance between the northern frontier of India and the nearest port in India to Europe by something like 400 miles. I do not lose sight of the fact that there is a railway now in course of construction—the Sind, Punjab and Delhi line—which must be a rival to the Rajpootana line; but it does not require much consideration of the character of Sind, or of the fluctuating character of the Indus, to see that such a railway may be put in a very unfortunate position. Therefore, I repeat, agitate for this Rajpootana Railway, agitate for its construction on the broad gauge." The Chairman then called upon Mr. Bryce to propose the first resolution.

Mr. Bryce after addressing the meeting at some length on the subject proposed the following

Resolution I.—"That the inhabitants of Bombay in public meeting assembled, while grateful for the sanction which has at last been accorded to the extension of the railway from Ahmedabad to Ajmere, do hereby resolve to urge upon Government the great importance, in the interests of this City and Presidency, of constructing the whole of the proposed line, and of reconstructing the line from Ajmere to Delhi, on the standard 5 ft. 6 in. gauge."

Mr. F. Mathew seconded the resolution.

Mr. J. M. Maclean spoke in support of the resolution, which on being put to the meeting was carried unanimously.

Resolution II.—Proposed by Mr. M. Mowat, and seconded by Mr. Raghunath Narayen Khote, that the following Memorial of the inhabitants of Bombay to His Excellency the Governor of Bombay in Council be adopted by this meeting, humbly

requesting His Excellency to urge upon the Government of India and upon H. M.'s Secretary of State for India the construction of the whole of the line from Ahmedabad to Delhi on the standard gauge, and the great importance to this Presidency of an immediate commencement and vigorous prosecution of the work :—

To His Excellency Sir RICHARD TEMPLE, Bart., K.C.S.I., Governor of Bombay in Council.

The humble Memorial of the Inhabitants of Bombay.

Respectfully Sheweth,—That we are grateful for the sanction which has at last been accorded by Her Majesty's Secretary of State to the construction of a railway from Ahmedabad to Ajmere : but, as we learn that the sanction is for a narrow gauge railway, we desire most respectfully, but most earnestly, to submit that the interests of this City and Presidency demand that the whole of this line should be made on the standard 5½ ft. gauge.

That while the metre gauge is doubtless well-suited for tributary local lines having a limited traffic, it would be ill-adapted for the vast and expanding traffic of this main line of through communication, which will connect Upper India with the chief port of the Western Coast, and shorten the distance between Delhi and Bombay by 350 miles. Whether we regard the fertility and populousness of many of the districts through which it passes, or the encouragement which the great saving in the cost of freight by land and sea will give to the trade of India, and particularly to its export trade, now undergoing remarkable development, it is probable that this line, when completed, will attract a more extended traffic than any other railway in India, and for the efficient moving of which a narrow gauge railway would be inadequate.

That narrow gauge railways are now considered unequal to the efficient moving of troops and material in times of war ; and Government, in its consequent change of policy, has adopted, at great loss, the broad gauge, on the Indus Valley Railway, and is reconstructing, at enormous cost, the narrow gauge railway from Lahore to Jhelum, on the broad gauge. This line furnishing as it will do the shortest route from Bombay and the south of India to the districts of the N. W. and the Frontier, will become highly important in a military aspect, and its construction, even for military purposes alone, ought to be carried out on the broad gauge, on the same grounds as has been done with the Punjab line.

That the remoteness of the districts which this main through line will traverse, and their liability to be affected with drought or famine render it in the highest degree inexpedient that it be constructed on any other than the standard 5½ ft. gauge. In 1869 the districts of Rajpootana were afflicted with a terrible famine, and another famine appears to be at this moment impending. The facts brought out in the famine traffic of the last eight months have proved that three well-appointed broad gauge railways—the East Indian, the Great Indian Peninsula, and the Madras—have been scarcely equal to the task of supplying Southern India with food, and that, if the obstruction of a break of gauge had intervened, they would have failed altogether to meet the necessities of the case. These Railways have, however, been unable to overtake at the same time their ordinary traffic: thousands of tons of grain and seeds have for months, to the great loss of the owners, been lying at the stations of the E. I. and G. I. P. Railways awaiting transport,—a circumstance which may seriously injure the export trade of the country. Had they been narrow gauge railways, it is unlikely that any addition to their rolling-stock would have enabled them either to meet the requirements of the famine-stricken districts, or to move their ordinary traffic, for the multiplication of trains on single lines of railway would have greatly increased the difficulties which had to be contended with.

That it is of great importance, in the interests of the people of India, where famine is of such frequent occurrence, that all the main through lines of communication should be constructed on a uniform gauge, so that the rolling-stock of every line should be available in any emergeny, whether of war, famine, or trade. The Western Rajpootana Railway, on the broad gauge, is the only line wanting to complete this system.

That, in the keen competition of other countries, it is of great importance, in the interest of the Imperial revenue, that the Indian export trade should, in every possible way, be facilitated and encouraged; and the history of that trade during the last three years shows how largely it has been augmented by the removal of restrictions. It is therefore much to be regretted that the railway from Delhi to Ajmere was made on the metre gauge, for every break of gauge implies an increased burden on the merchandise passing over it, in the expense and delay of transhipping it and in the risks of loss and injury. If such obstructions were removed, the saving in the cost of conveying goods by land 350 miles, and of perhaps

20s. per ton of steamer freight from Bombay to England, compared with the rate from Calcutta, would naturally give a great impetus to the export trade of India and to the prosperity of this port.

That while these advantages would be derived from this main line of through communication on the standard gauge, the sole reason assigned for adopting the metre gauge is that there would be a saving in the first cost of making the railway. Experience, however, now shows that the average maximum train load of broad gauge railways in India is about twice and a half that of the narrow gauge, and that the speed is about fifty per cent. greater. It follows that the admittedly very small saving which is effected in the making of a narrow gauge railway over a level country is more than compensated by the cost of the additional rolling-stock required for a heavy traffic, and that the cost of working the line with such a traffic must also be much greater than the cost of working a broad gauge railway.

That since the time when the narrow gauge system was first planned a great change in the conditions of trade has taken place. At that time the sufficiency of the narrow gauge was insisted on, on the ground that the goods likely to be carried would be high in value and small in bulk. It was admitted by all the advocates of the narrow gauge, in the various discussions, that if there were a probability of the traffic being at all like that of England in goods large in bulk and small in value, the evils of a break of gauge would be enormous and the narrow gauge unable to do the work. But within the last year or two these very circumstances have come about, and there is now an immense traffic in goods large in bulk and small in value. A large portion of the traffic over this line will be of this kind, and the advocates of the narrow gauge system ought not therefore to feel any difficulty in now espousing the broad gauge scheme on the score of consistency, the conditions being now entirely altered.

That, in addition to these impediments to the uninterrupted flow of trade to Bombay by a uniform gauge, we desire, in conclusion, to lay before your Excellency the great injustice under which this City and Presidency are suffering,—and will continue to suffer, until through communication with Upper India is completed—in the construction of the State Railways from Delhi and Agra to Ajmere, which penetrate the northern districts of Rajpootana, and are connected with the railway system extending to Calcutta. In former years, there was a considerable traffic

between Bombay and those districts, which in consequence now finds its way by the circuitous routes of Kurrachee and Calcutta.

For these reasons your Memorialists most humbly entreat your Excellency to urge upon the Goverment of India, and upon Her Majesty's Secretary of State, the earnest desire of the inhabitants of this City and Presidency that the whole of the line from Ahmedabad to Delhi be constructed on the standard 5ft. 6 in. gauge, and that the work be commenced as soon as practicable and vigorously prosecuted to completion.

And your Memorialists, as in duty bound, will ever pray.

Mr. Mowat's proposition, on being put to the meeting, was carried unanimously.

Resolution III.—It was next proposed by Mr. Mancherjee Nowrojee Banajee, and seconded by Dr. L. P. D'Rozario, that the Hon. Walter Lang, Sir Jamsetjee Jeejeebhoy, Bart., Byramjee Jeejeebhoy, C.S.I., Dinshaw Manockjee Petit, J. M. Maclean, and C. H. B. Forbes, Esqs., the Hon Sorabjee Shapoorjee Bengalee, Kessowjee Naik, F. Mathew, and J. A. Bryce, Esqs., the Hon. Becherdas Ambaidas, C.S.I., Edward Sassoon, P. M. Mehta, Cumroodin Tyebjee, Raghunath Narayen Khote, E. D. Sassoon, Nanabhoy Byramjee Jeejeebhoy, Ahmedbhoy Hubibbhoy, Grattan Geary, Mancherjee Nowrojee Banajee, Morarjee Gocouldas, and M. Balfour, Esqs., Dr. T. Blaney, and Nusserwanjee Manockjee Petit, Esq., are hereby appointed a deputation from the inhabitants of Bombay to present the Memorial to His Excellency.

At the request of Mr. K. N. Kabrajee, the names of Sir Munguldass Nuthoobhoy, the Hon. Rao Saheb V. N. Mandlik, and Messrs. C. N. Cama and Nowrojee Fardoonjee were added to the deputation; and Mr. Mancheerjee's proposition was thereupon carried unanimously.

Resolution IV.—It was next proposed by Sir Jamsetjee Jeejeebhoy, Bart., and seconded by Mr. Nanabhoy Byramjee Jeejeebhoy, that the memorial and the proceedings of this meeting be printed, and that copies thereof be sent to the Government of Bombay, to the members of the Viceregal Council, and of the Council of H. M.'s Secretary of State for India, and to persons of influence who interest themselves in the welfare of this Presidency.

Dr. T. Blaney spoke in support of the resolution, which, on being put to the vote, was carried unanimously.

Resolution V.—Proposed by Mr. Ahmedboy Hubibbhoy, seconded by Mr. Tapidas Vurjdas and carried, that the thanks of the meeting be given to the Sheriff for his courtesy in calling this meeting.

The Sheriff acknowledged thanks.

A vote of thanks to the Chairman was proposed by Mr. Hurkisondas Narotumdas, seconded by Mr. Morarjee Goculdas and carried, and the meeting separated.

The Annual General Meeting of the Members of the Chamber of Commerce was held at the office of the Chamber on Tuesday the 30th October, 1877, to receive the report of the outgoing Committee, to elect new Committee, and also to transact other business.

Present;

MR. DONALD GRAHAM, *in the Chair.*

Hon. W. Lang,	Mr. R. Roberts,
Mr. M. Mowat,	,, C. Poole,
,, J. Brandenburg.	,, P. Tacheri,
,, J. L. Symons.	,, H. Solomon,
,, C. H. B. Forbes,	,, C. Kapp,
,, J. Bickell,	,, H. A. Richardson,
,, R. H. Cheetham,	,, H. W. Jones,
,, E. Lord,	,, F. D Parker,
,, C. Macdonald,	,, C. Grondona,
,, McHinch,	,, A. Blascheck,
,, Sorabjee Framjee,	,, E. Miller, and

J. GORDON, *Secretary.*

The notice convening the Meeting was read by the Secretary.

The Chairman said—The principal object of this meeting is for the Committee to give an account of their stewardship and hand over their work to their successors. You will have seen from the report put into your hands that they have not been idle during the year, in fact their attention has been engaged in an unusual number of questions of more or less importance—some as regards the local affairs of the Port, some of general mercantile interest and some affecting the general interest of the country. I trust that the members will approve of what the Committee have done with regard to these, and especially with regard to the latter class

I hope that the influence of the Chamber has been usefully exercised. One very often hears the Chamber accused of being selfish and inconsistent in the views it expresses, and, no doubt, like other public bodies and other private individuals, we have made mistakes, but I think on the whole we can claim to have been fairly consistent and to have done useful service in furthering the mercantile interests of the country. There is one reason why the Chamber of Commerce hold an exceptionally important position in this country, and that is because there are so few outlets for the expression of independent opinion, and I think that in these days of autocratic tendencies on the part of the executive, it is important that societies which give encouragement to free and open criticism should be kept up. I think I may say that such influence as the Chamber possesses in this respect has always been exercised in a moderate and careful spirit. And now turning to the past year, it has certainly been an anxious one, with a war in Europe, a famine in our own and the Madras Presidencies, and with constant monetary fluctuations and anxieties hanging over us. As to the war in Europe, I don't know that it has seriously affected the Bombay trade more than through the general anxiety which has of course tended to hamper all mercantile transactions. As to the war itself, perhaps it might be out of place to make one remark, and it is one in which I believe nine-tenths if not ninety-nine hundredths of the Europeans in India, and as far as I have been able to ascertain, the natives also, will concur. It is simply that the war has been a most wicked, unjust, and unnecessary one entered into for purposes of ambition, and what is worse in the eyes of Englishmen, carried on under the mask of hypocricy. There seem to be no signs of its being brought to an end, and we have the prospect of another campaign with all the anxieties attendant upon the risks of other countries becoming involved. We can only hope that somehow or another peace may be brought about before the spring. I now come to the Famine, which, apart from the distress and loss of life it has caused, has sadly checked the trade of Bombay. So far as our own Presidency is concerned, we have been very fortunate in the able management of Sir Philip Wodehouse and General Kennedy, or perhaps things might have been worse for us. Perhaps in one point of view it is not entirely a misfortune that famine visited the two Presidencies at the same time. Had Bombay only been affected, then it might have been said in view of the successful management, that after

all it was not a very bad famine—while if Madras only had been affected, it might have been said, in view of the less successful management there, that the famine was such a terrible one that no management could have coped with it. As, however, things have happened, a clear test has been put as to the practicability of successfully meeting famines. The Madras famine may have been more extensive, but it certainly was not more intense than that of the Bombay-Deccan, and if anything, the Bombay country is rather the more difficult to deal with of the two. Now, as we all know, "comparisons are odious," and, as a rule, it is best not to make them, but in this case it is of the highest importance to the country that everything connected with famine management should be closely watched and criticised, for we may be sure that famines will come periodically in the future just as in the past. I don't say that the Bombay management has been entirely successful in all details, for there has been much distress and misery, but I think with the experience gained, and working on the principles that have been laid down, the way has been paved for successful management of future famines. The main principles on which Sir Philip Wodehouse and General Kennedy based their famine policy, and which were the foundation of its success, were, 1st, the establishment of large relief works of public utility in preference to small local works; and, 2nd, the absolute non-interference with trade. The first was at the beginning opposed by the Government of India, but was shortly afterwards accepted and heartily entered into by Lord Lytton. The second was accepted in name, but, as we know, was departed from eventually after Sir P. Wodehouse had left the country, and it is a remarkable fact that the first signs of confusion in the Bombay famine traffic arose directly from that departure. Nothing has done more than this to establish the soundness of the non-interference with trade principle, and I hope the lesson will not be lost sight of in the future. The importance of this principle in the interests of commerce can hardly be overestimated, and we must give all credit to Sir P. Wodehouse and his Government for having done so much to establish it. The danger is that like the synonymous expression "Free Trade" it may come to be honoured more in the lip than in the observance especially in this country where the tendency of the official mind is to believe that no trade can thrive without the support and fostering care of Government. The grain trade of this country has been the growth of years—I may say of hundred of years,—and the vast and intricate

machinery under which it is carried on has been the gradual developement of the experience of many generations. It cannot be too distinctly understood how easily this complicated machinery is put out of year by any artificial interference. There is only one way by which Government can assist it, and that is by providing means of transit in the shape of railways. That is the weak point at present and that has been the weak point throughout in dealing with the late famine. There has been no want of grain in the country, and there has been no want of money, but the difficulty has been to carry the grain to the mouths of the people. We want railways, and there can be no greater necessity, whether for the trade of the country or with a view to future famines, than the completion of the main railway system, more especially such lines as the Rajpootana one. The railways that have been made have just been enough to stimulate the internal trade of the country, but the trade, apart from famine, altogether, has been growing much faster than the railways provided for it. It is nearly a year ago that the Committee, seeing this, urged upon Government the necessity of increasing the rolling stock of the G. I. P. Railway. A great deal has been said at home about famine works, and more especially irrigation ; and Mr. Bright has lent his great name to disparage railways in this country. The meaning of the speech which he lately made on the subject was that some thirty years ago, he had recommended canals instead of railways, and that, if that policy had been carried out, there would have been no famines. Mr. Bright seems to have a vague notion that railways in this country are used mainly for military purposes, and having a horror of all things military, he has been led into condemning railways. I think, however, that if Mr. Bright knew a little more about this country than I fancy he does, or if he had been here during the past six months, he would have acknowledged that the railways have done a great deal more towards mitigating the evils of the late famine than canals could have done. The fact is canals depend too much upon the physical character of the country, and it is only in certain localities that they can be carried out with success. I say again, then, that the most necessary famine works are railways, and that if the Home Government desire to help the country, let them guarantee a special loan of an amount sufficient to enable the Indian Government to complete the lines on the list of admittedly necessary works, first and foremost of which is the Rajpootana line. The saving in interest alone would contribute a substantial item

towards the success of such lines. No doubt in all famines there must be a great amount of distress which no system, however perfect, can altogether meet, but I say that with sufficient means of transit and working on the basis of those principles which Sir P. Wodehouse's Government has laid down, future famines can be systemized so as to result in nothing more than the construction of important public works, perhaps more expensive than would be the cost in ordinary times, but still of great utility beside giving employment to the otherwise starving people. And now as to the departure from the non-interference-with-trade principle. In the end of August orders were issued by the Government, monopolising the railways for famine traffic and attempting to define the amount of grain that should be carried over each line and from one station to another. The confusion and annoyance caused by this ill-considered interference which it seems was ordered partly by Sir R. Temple's Government and partly by the Governmet of India has been very serious indeed. A forced traffic was caused towards the famine districts, including 800 tons a day from Northern India from the E. I. Railway and 1,200 tons a day to be made up by the G. I. P. Railway wherever they could get it. Well, in the first place this forced traffic of 800 tons a day from the E. I. Railway was a gross injustice to the merchants of Bombay, both European and Native, who have had thousands and thousands of tons of grain lying since April and May last at stations in our own railway awaiting transit, which was thus condemned to further hopeless delay and at a time when each day tended to deteriorate the quality. Again, merchants who were lucky enough to secure wagons for their grain was forced to send it to the Madras line, and they did so, not because they wanted to send it there, but because that was the only chance they had of getting it moved. Again, by this forced traffic to the Madras districts, the Bombay Deccan was deprived of its natural sources of supply, and a glance at the price list published in the *Government Gazette* from time to time will show that grain has been dearer there than in any of the Madras districts. The same remarks apply to Khandeish where there was no natural famine but where (in Nasik for instance) prices were suddenly forced up about 30 per cent. And what was the result to the railway of all this forced traffic? No less than this that an accumulation and complete block took place between the G. I. P. and Madras railways. For days and days the line was jammed up by some 2,500 wagons which could only be moved

gradually and with the greatest difficulty. But for the relaxing of the Government orders it is hard to say what this hopeless confusion might have resulted in. I have said nothing about the export trade of Bombay, for though that was brought to an entire stand still, yet it is not quite certain whether that was owing to the Government orders, or to what extent it was owing to causes connected with the natural working of the famine traffic. Of course, the high prices of grain would alone be sufficient to check the export trade in it, while as for seed, and other great article of monsoon season export, it has never been denied that in the famine emergency the grain traffic should have a preference over other traffic, and this, of course, would stop the supply of seed. The committee very quickly became alive to the mischief that the extent of the Government interference with the railway traffic must cause, but it was not without some hesitation that they resolved upon remonstrating, as they were most unwilling to incur even the suspicion of desiring to press what might seem to be the special interests of Bombay against what might be looked upon as the saving of human life in the famine district. But it was obvious that while the regular trade was being paralysed, the confusion that was being brought about on the railway line could lead to nothing but mischief in the famine traffic itself. The position which the Committee took up in their remonstrance was this, and I am sure it is one in which the Chamber will concur. We admitted that the grain traffic should receive a preference over other traffic, but that only because of the deficiency of transit power. We said that owing to this it was absolutely impossible that all traffic could be accommodated, and that owing to the famine emergency it would not do for the grain traffic to be impeded or hampered. But we said there was no occasion to do more than give this preference, that under the natural trade influences grain would find its way to where it was most wanted, and that to the full extent of the transit power offered to it; that if it were not so, this fact alone would show that the emergency was not so great as was supposed. This, gentlemen, was the principle which we urged upon the Government, and I feel sure that you will concur with me as to its soundness. Fortunately, good rain has fallen and all fears of continued distress are fast passing away, and with the abandonment of the Government interference the traffic is gradually resuming its natural course. Still there will no doubt be famine in the future, and unless

the transport power is enormously augmented by new railways and new rolling stock, the same questions will arise, and it will be well that what has lately happened should not be forgotten. The third matter to which I referred as affecting the year's trade was the monetary disturbances. At an annual meeting this time last year things were just recovering from the silver and Exchange panic. Exchange had risen to about 1-8d., after having fallen to 1-6d. Since then we have had many severe fluctuations, the rupee having been as 1-10¼d., and now being 1-9d. I am afraid we must be prepared for a continuance of this state of things for some little time yet. The great uncertainties which hang over us are the quantity of silver still held by the German Government and the policy which America and France, with the other countries of the Latin Union, will adopt with regard to their currencies on resuming specie payments. I think it is exceedingly probable that silver will gradually resume its old place—in fact, I doubt very much whether any country but England is rich enough to maintain a purely gold standard without incurring the risk of frequent great monetary disturbances. Meanwhile, however, all is guess-work, and the great difference of opinion with regard to the German silver supply is shown by the fact of one eminent authority, the Chairman of the Mercantile Bank, intimating that he thought it was nearly exhausted—and this only shortly after an equally great authority, the *Economist*, had put forward an estimate of 25 millions. One great element of uncertainty has lately been the cost of the famine and how it would be raised. Fortunately, things are now clearing up, and I think we may adopt an estimate lately made by the *Bombay Gazette* to the effect that the amount would be about 4 millions in excess of the budget estimate. It is impossible to say how this will be made up, but it is at any rate satisfactory to notice that the enormous strain on the railways has not been without good result, and that the gross receipts are more than two and a half crores in excess of last year. How much of this will go in working expenses and payment to shareholders, I cannot say, but as the railway traffic is likely to continue under full swing, I think it may not be too sanguine to anticipate one and a half to two crores as available to the Treasury. Another cause of great anxiety has been the action of Government with regard to the Council drafts. These were stopped and re-issued, reduced or increased for no other reason than that of attempting to regulate Exchange. The Committee addressed several remonstrances to Government, urging

the importance in the interests of the trade of the country of adhering to one fixed policy. Government replied, as was perhaps to be expected, that they must reserve to themselves complete freedom of action, but I think the force of our representations was felt, and that they have had some good effect. The Committee said they could only think of two cases which could justify a deviation from fixed policy, the one being a combination on the part of the buyers of Council drafts, and the other a financial panic which it might be the very legitimate desire of Government to allay. Another case has lately arisen in the state of the Indian treasury balances, which is no doubt the cause of the present stoppage. There may be others, but in any case they are few, and all we can wish is that the Government should show that they appreciate the enormous influence that these council drafts, amounting to one-fourth of our whole exports, bear towards the trade. Perhaps the most amazing feature in the exchange and silver question is the enormous power of absorption which this country has shown with regard to silver. Notwithstanding the millions and millions that have passed through the Mint during the last year, we have been lately suffering from money stringency. What this shows, more than anything else, is the tremendous mischief that might have been caused had the Government listened to the agitation of last year urging an interference with the currency. To have checked the natural inflow of silver would simply have brought about a great financial crisis, while as for the introduction of a gold currency it is simply impossible. The trade of this country, more specially in the interior, must always be carried on by a cheap metallic currency, such as silver, and though this could still be done with silver reduced to token currency, yet the very basis of a gold currency is that all existing currency is at any time convertible into gold, and so the result would be that enormous gold reserves would have to be kept to meet any case of emergency. No country, certainly not India, could stand such a tax as this. It is a most interesting question as to how far India can go on absorbing silver without apparently feeling it. Of other matters which have occupied the attention of the Committee there are only one or two to which I need allude. As to the Rajpootna railway, you all know what has been done. There is only one point to which I would call attention, viz., the remark made by H. E. the Governor to the deputation last month, to the effect that the construction of the line beyond Palanpore would not be proceeded with at once. I hope the new Committee

will not let the matter drop, but will call upon the Government to fulfil the pledge so often given as to the completion of this line. Another matter which I hope will be considered by the new Committee is that of the transit, politely called, octroi duties levied by Mofussil Municipalities. Hitherto we have made many representations to the Bombay Government on the subject, but I am glad to see that the Government of India have taken the matter up, and in an important despatch to the local Government, have laid down instructions for the watching and controlling of this evil. This is a matter that should be watched with great jealousy by the mercantile community. There is no easier way of raising money than by taxing transit trade, and it is inevitably adopted by nearly all the Mofussil Municipalities, and the Bombay one, too, for that matter whenever they get a chance. In Ahmedabad, for instance, the duties there are simply protective duties in favour of the local mills, and there is reason to believe that similar abuse reigns in most other Mofussil towns. Under the act, Municipalities are obliged to publish a schedule of rates sanctioned by Government, but if I may judge of my experience of one great town in the Deccan, namely Barsee, the local authorities are above troubling themselves with such things, and just levy taxes according to their convenience. The difficulty and expense of seeking redress in such cases makes it often simpler to "grin and bear it," and this is one of the strongest reasons why Government should be urged to exercise a more efficient control. The fact is, however, that district officers too frequently do not appreciate the importance of leaving trade unfettered, and the argument is too often raised, "what is an anna on a bale of piece goods or a bale of cotton? a mere fraction which it is absurd to say any trade can feel!!" There is no doubt that every excuse is sought to raise taxes upon transit trade. Only lately my firm has had to pay arbitrary tax of Rs. 100 at each of the stations at which our grain has been kept for the last six months for want of railway wagons. No reason is given for this tax, and we can only suppose it is for the privilege of keeping our own grain rotting there for such a long time. *Apropos* of this question, I am reminded of the new Municipal bill which is soon to be brought forward. I hope the Committee will closely watch that part of it which refers to town duties. One article I may mention as being much interfered with under the present system. There seems to be no necessity for the elaborate, obstructive plan of identifying copper and metals, and

as no copper or metal is manufactured in the town, it ought to be assumed that all sheets or pieces have paid duty on entering, and drawback should be permitted on export. Another matter which has lately occupied the attention of the Committee has been the control exercised by the Government over the submarine Telegraph Company. I don't think it is generally known, but I believe it is the case that any company, as long as it works within its own lines, is quite independent, but whenever its working is carried on beyond its own limits and on to other lines, it becomes subject to the International Convention rules. The Eastern Telegraph Company has its own line from Bombay to England, but owing to the fact of the messages passing through the Government office here, it loses its independence and becomes subject to the Interntional rules. What is the result of this ? Simply this, that the Government make use of the power they have assumed to sacrifice the interests of the public in favour of their own line via Turkey. I fancy we are all very familiar with the annoyances which this Government interference has caused. How our messages have been returned to us on some frivolous plea of a word not been in accordance with the Convention rules. How our messages have been sent by Turkey and delayed and mutilated in transmission when they ought to have gone by Suez. How unnecessary delays have taken place, and how impossible it has been to get any redress from the Telegraph Department for the losses so caused. When the Government took possession of the Eastern Company's Office here, it was on the distinct pledge that the work would be conducted in the interests of the public, and a promise was given that messages would be sent by whichever route was working best. How has this promise been kept ? Is it not the case that every message on which the words " via Suez" might have been accidentally omitted has been sent by Turkey ? Is it not the case that this was done under a departmental order ? Is it not the case that when messages were being sent by Turkey, it was well-known to the telegraph officials that that line was working very badly, and that such messages were being delayed and mutilated ? Is it not the case that while private messages were thus being forced along this line, the officials took care to send all Government messages direct by Suez ? Is it not the case that when the Eastern Company called the attention of the public by advertisement to the importance of not omitting the words " via Suez." The Government stopped them under threat of legal pro-

ceedings? As to messages being returned on frivolous pleas I have myself, as I have no doubt has also happened to most of you, had telegrams brought to me late at night at my bungalow, the same having been returned because of some word which the telegraph clerk may not have recognised as a legimitate code word under the Convention rules. Can any one conceive any thing more irritating than the inconvenience and possible loss of an important message being delayed for a day in such a manner? The only way of avoiding this annoyance has been to give a guarantee letter to the department agreeing to pay all claims real or imaginary, which the Department in its arbitrary pleasure may make in respect of such messages. And what is all this annoyance and inconvenience and loss caused for? Simply to keep up a state monopoly and to force as much traffic as possible along the Turkish line. No doubt the Turkish line was got up by Government in the interest of the public, and in former days it did good service but can there be any more narrow policy than on this account to keep up a forced existence for it? If it cannot pay its way under natural competition, then far better let it die. If the Suez line has superseded it, why not let it be given up, and the expensive plant and expensive establishment used in some other way? However, that is for the Government to say. What we have to protest against is that the trade should be taxed and the public inconvenienced by a mischievous monopoly. What we want is that the Eastern Company should have power to deal direct with public. It is impossible otherwise that they can feel what the wants of the public are or accommodate their arrangements to them. We would most certainly get our messages sent with less trouble, with less delay, and probably at a much cheaper cost. I have said that the public are interested as well as the trade, and I do so for this reason that in all probability, if the Eastern Company were free to make their own arrangements with the newspapers in this country, we should probably get a whole column of news about all that is going on in Europe instead of the rather meagre paragraphs which are now given. But as in all monopolies, and more especially monopolies under departmental officialism, all life and spirit is damped out and all effort at improvement crushed. I hope the new Committee will continue to agitate in this matter.

Proposed by Mr. Forbes of Messrs. Forbes & Co. and seconded by Mr. Jones, Agent Chartered Mercantile Bank, and carried unanimously.

That the report of the Committee which has been circulated be received with thanks, and printed for general information, together with the documents therein referred to, and that the members of the retiring Committee do now receive the thanks of the Chamber for their attention to its interests during the year of Office now expired."

On the motion of the Chairman, seconded by Mr. E. Lord, the following resolution was adopted:—

"That the following gentlemen be appointed the Committee for the ensuing year:—

Hon. Walter Lang (Messrs. Finlay, Scott & Co.), *Chairman.*

Mr. M. Mowat (Messrs. Ritchie, Steuart & Co.), *Deputy Chairman.*

Mr. W. A. Baker (Manager National Bank),
,, S. D. Sassoon (Messrs. David Sassoon),
,, C. Macdonald (Messrs. C. Macdonald & Co.),
,, J. L. Symons (Messrs. Finlay, Muir & Co.),
,, C. T. Meili (Messrs. Volkart Brothers).

} *Members of Committee.*

Mr. McHinch moved—"That the scale of landing charges recommended by the Special Committee appointed to revise it be sanctioned."

The resolution was seconded by Mr. C. Macdonald, and after some discussion carried unanimously.

Mr. Mowat moved—"That the salary of the Secretary be increased to Rs. 500 per month, commencing from the 1st proximo, and that the members of the Chamber take this opportunity of acknowledging the able manner in which Mr. Gordon has hitherto discharged the duties of Secretary." Mr. Mowat said—I feel that no remarks of mine are necessary to commend this resolution to you. It has been truly said that by a man's works you should know him. Since Mr. Gordon joined the Chamber he has proved himself to be an invaluable Secretary, but while the labour has grown under his hands, the salary has remained stationary. This is one of the last things which the Chamber would think of. As a fellow worker along with Mr. Gordon for sometime, I am glad to bear testimony to the ability which he displays on all matters which may be brought before the committee, and whether the subject be the currency question, railway management, or other great commercial topics, he invariably proves himself to be master of the situation—the right man in the right place. His

duties of late have been arduous, and it must not be overlooked that in addition to his ordinary duties he has the superintendence of the cotton measurement scheme—a comparatively new work which entails a vast amount of labour; and I am sure that the appreciation of this meeting will be prized by Mr. Gordon and prove an incentive to him to remain at a post where he is so much at home and the details of which he has so thoroughly mastered. (Applause.)

The Chairman—I have much pleasure in seconding the resolution, and I entirely concur in what Mr. Mowat has said.

Mr. Macdonald called attention to the statement of the Chairman that there was a deficiency in the year's account, and a still greater deficiency in the measurement fee, and asked where the funds for the proposed increase were to come from. He objected to the member's subscription being increased. He thought a saving might be effected on the printing account.

Mr. Mowat said that it was not intended to increase the subscription. The measuring scheme was expected to be remunerative; it would have been so last year but that the cotton crop was a small one; and the extra money must be supplied from that. If the crops should be small again next year, a slight addition must be made to the fee.

The Chairman said he was sorry that the motion had not been received unanimously—steps had been taken before hand to ascertain what were the feelings of the members with regard to it, and he understood that the views expressed were entirely favourable. With reference to Mr. Macdonald's remarks, he thought also that a saving might be effected under the head of printing. It had been proposed that the Chamber should set up a printing press of their own, and if they could do so, he thought a considerable saving might be made.

On the resolution being put to the vote it was carried.

A vote of thanks to the Chairman was passed, and the meeting then concluded.

ANNUAL REPORT.

Your Committee have now the honour to report to the Members of the Chamber on the principal topics which have engaged their attention during the official year just closed.

THE WESTERN RAJPOOTANA RAILWAY.

Hardly had your Committee taken office, when the Despatch from H. M.'s Secretary of State sanctioning the construction of this Railway, 298 miles in length, from Ahmedabad through Pahlanpore to Ajmere, was at last received. In the same Despatch was also sanctioned the Eastern Rajpootana line, 133 miles long, connecting Neemuch with Nusseerabad, which would be at the same time an extension northward of the Holkar Railway. While, however, it was left to His Excellency the Governor General in Council to determine how soon it might be expedient to give practical effect to the authorization for the construction of both lines, the Secretary of State was of opinion that unless both lines could be undertaken simultaneously, and if one must be postponed to the other, the Western Rajpootana Railway should take precedence in point of time.

It was subsequently announced by the Government of India that the Western Rajpootana project so sanctioned was for a railway on the metre gauge between Ahmedabad and Ajmere. But the Government of Bombay again expressed its reiterated desire that the whole line should be made on the broad gauge, and, failing a decision to this effect, that at least the section between Ahmedabad and Pahlanpore, the probable point of junction with a future

line towards the Indus Valley, should be so made. It urged that the Indus Valley Railway, being a great military and strategical line, which might probably, at some future date, be of the utmost Imperial importance, it would be well to avoid the errors of interpolating between the Indus Valley line and the terminal portion of the connecting line between Ahmedabad and Bombay, a section of narrow line, which would involve the great inconvenience of a double break of gauge, and of subjecting the traffic of the fertile and populous districts which lie north of Ahmedabad to a break of gauge at Ahmedabad, for the sake of an insignificant saving in the first construction of the line.

The evils of a break of gauge appeared to your Committee, on mercantile grounds alone, to be so great that they have never ceased, whenever an opportunity offered, to urge upon Government the construction of the whole of the line on the broad gauge, so that the break of gauge should be removed to the furthest possible point from Bombay, and confined to the narrow gauge line already constructed between Ajmere and Delhi. And they felt that in consequence of the altered conditions of trade since the narrow gauge system was adopted, and of the heavy traffic which is certain to come, by this route, from Upper India to Bombay, the inconvenience of the break of gauge on this small section of a main through line of communication would be so great as to force upon Government the necessity of its reconstruction on the broad gauge. When the Honorable Sir Andrew Clarke, the Minister of Public Works, visited Bombay in November last, they represented to him the great importance of the line from Ahmedabad to Ajmere being constructed on the broad gauge, and of its being immediately commenced and vigorously prosecuted to an early completion. A similar representation was made in December to His Excellency the Viceroy, in the Chamber's address, when His Excellency

was so good as to say that any avoidable delay in commencing the construction of this line would be a just cause of reproach to the Government of India, and that the views of the Chamber in regard to the gauge which should be adopted would be carefully considered. Down to the close of Sir Philip Wodehouse's administration, the mercantile community and the public generally, had the cordial support of the Government of Bombay in their advocacy of the broad gauge, on which the Presidency had set its heart; and Sir Philip, on the eve of his departure, in speaking of the Western Rajpootana Railway, said :—

"You cannot too steadily or too perseveringly agitate for "its speedy construction, and, above all, agitate against its "being constructed on the narrow gauge. I cannot myself "conceive anything more ruinous or more mischievous than "the introduction of the narrow gauge on a line which will "become the great road of communication between the "North-West Provinces and parts of the Punjab—a line "which will reduce the distance between the northern "frontier of India and the nearest port in India to Europe "by something like 400 miles. I do not lose sight of the "fact that there is a rival to the Rajpootana line; but it "does not require much considertion of the character of "Sind, or of the fluctuating character of the Indus, to see "that such a railway may be put in a very unfortunate "position. Therefore, I repeat, agitate for its construction "on the broad gauge."

When His Excellency Sir Richard Temple, however, assumed the government of the Presidency, your Committee remembering the opinions expressed by His Excellency in former years—before the great development of the export trade of India had manifested itself—in favour of narrow gauge railways, deemed it advisable to request the favour of an interview for the purpose of expressing to His Excellency the views of the Chamber and of the community of Western India, with respect to the gauge on which the railway from

Ahmedabad to Ajmere should be constructed, and which were set forth at length in the Memorial from the Chamber to the Secretary of State, which they were about to forward, and which they earnestly hoped would receive His Excellency's support. A deputation of the Chamber had accordingly the honour, on the 26th of May, of waiting upon His Excellency, who, however, while he would lose no time in forwarding the Memorial and would take care that the Chamber's arguments were fairly placed before the authorities, would not pledge himself to support the Memorial. After what fell from His Excellency, during this interview, a few changes were made in the Memorial, which was then transmitted to Her Majesty's Secretary of State, and a copy of it was also sent to the Government of India.

A copy of this Memorial was also sent to the Manchester Chamber of Commerce with a request that they would support it. The thanks of the mercantile community of Western India are due to that powerful body for their ready compliance with the request of this Chamber. On the 8th of August they addressed a Memorial to Her Majesty's Secretary of State praying that the broad gauge be adopted, as a carrying capacity would thereby be secured more consistent with the actual and prospective wants of the country and greater than was practicable under the metre or narrow gauge system.

Similar Memorials from merchants, and other associated bodies, have also been forwarded to the authorities in the course of the year, and a Public Meeting of the inhabitants of Bombay, convened by the Sheriff under a numerously signed requisition, was held in the Town Hall, on the 29th of August, to urge upon Government the great importance in the interests of this City and Presidency of constructing the whole of the line on the standard 5½ feet gauge. The meeting was very numerously and influentially attended. A Memorial to His Excellency Sir Richard Temple, Governor

of Bombay in Council, was unanimously adopted, praying that the whole of the line from Ahmedabad to Delhi be constructed on the standard gauge, and a deputation from the inhabitants of Bombay to present the Memorial to His Excellency appointed. His Excellency received the deputation at Gunnesh Khind on the 15th September, and, in the course of an elaborate explanation of his views on the question of the gauge, said that all he was able to do was to take care that the Memorial was immediately submitted to the Government of India, but that he could not promise that any strong case should be made out in its favour. But His Excellency at the same time announced that he had strongly recommended the line being constructed, from Ahmedabad to Pahlanpore, on the broad gauge, on this particular ground, however, that there was not much probability, in the present financial times, of the line being carried through from Ajmere to Pahlanpore, that his recommendation had been acceded to, and that the construction of this portion of the line was about immediately to be undertaken on the broad gauge.—(*Appendix* B.)

ADDRESS TO LORD LYTTON.

Your Committee considered it desirable to present an Address to Lord Lytton, Viceroy and Governor General of India, on the occasion of his visit to Bombay, in December last. The Address was presented to his Lordship at Parell by a deputation from the Chamber, composed of the members of the Committee, several members of the Chamber, and the Secretary, and will, with his Lordship's reply, be found in the Appendix.—(*Appendix* C.)

G. I. P. RAILWAY RATES FOR CARRIAGE OF GRAIN.

A correspondence originated in July 1876 with the Government of the North-West Provinces on the subject of

the export trade in wheat to Europe, and of its possible future extension, in which His Honor the Lieutenant Governor suggested, for the consideration of the Government of India, the propriety of endeavouring to induce the G. I. P. Railway Company to lower their rates of freight, as these added greatly to the cost of carriage of grain sent by Bombay, which was the nearest and most convenient port for consignments to Europe. The correspondence was forwarded by the Government of India to the Government of Bombay, who again transmitted it to the Chamber of Commerce for its opinion on the question of the G. I. P. Railway rates for grain.

The following comparative statement shows the special grain rates per ton per mile in force on the G. I. P. and E. I. Railways:—

G. I. P.	E. I.	G. I. P.	E. I.	G. I. P.	E. I.	G. I. P.	E. I.
Up to 200 Miles.	Over 150 and under 301 Miles.	From 200 to 400 Miles.	Over 300 and under 601 Miles.	From 400 to 600 Miles.	Over 500 Miles.	Above 600 Miles.	From Cawnpore & Stations above to Howrah and Jubbulpore.
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
7·0	6·81	7·0	6·0	6·5	5·45	6·0	5·1

Your Committee, in reply, stated that, in the opinion of the Chamber, a reduction in the present high rates charged by the G. I. P. Railway Company for the carriage of grain would be attended with great benefit to all concerned in the trade, and to the G. I. P. Railway Company themselves. A reduction in the rate would, the Chamber believed, result in a considerable expansion of the export trade. It would bring from Delhi, Cawnpore, and other places in Upper India, large quantities of rapeseed, wheat, &c., which only struggle down to Bombay occasionally, and it would tend to

render the export of wheat from this Port continuous under changing circumstances of freight and exchange.

The experience, moreover, which the G. I. P. Railway Company had had of the results of reduced rates proved, beyond question, that it would be greatly to the interest of that Company to make further concessions. The reduction made in September 1875, for the carriage of wheat and seeds to Bombay, led to a very great increase in the traffic, which a further reduction would, doubtless, stimulate still more to the advantage of all concerned. In 1872-73, the quantity of wheat exported from Bombay was 74,867 cwt.; in 1873-74 it rose, with the repeal of the export duty, to 434,453 cwt.; in 1874-75, the export was 633,681 cwt.; and in 1875-76, it amounted to 837,869 cwt. The railway charge was reduced in September 1875, and, in the 6 months ending 31st March 1876, the export of wheat was 415,651 cwt., against 264,835 cwt. in the corresponding period of the previous year.

The effect of reduced charges on the G. I. P. Railway seeds traffic was still more remarkable. In August 1875, the export duty on seeds was abolished, and about the same time the G. I. P. Railway Company's rate for the carriage of seeds was reduced. During the 6 months ending 31st August, 1876, the quantity of the three principal descriptions exported—namely, Linseed, Rapeseed, and Teelseed rose to the large total of 1,559,369 cwt., against 592,373 cwt. exported in the corresponding period of the previous year.

The Committee believed that this extraordinary development of the grain and seeds export trade was principally due to the reduction in the cost of carriage to Bombay, and that as there was no question of greater importance to the prosperity of the country, affecting as it did the export trade, the land revenue, and railway traffic itself, they trusted that His Excellency in Council would urge the Government of India to bring its influence to bear on the

G. I. P. Railway Company to induce that Company to make further concessions in their rates. Further correspondence, which will be found in the appendix, passed between Government and the Chamber on this subject, and a note of the Consulting Engineer for Railways on the Analysis of the G. I. P. Railway Company's Revenue Account for the half-year ending 30th June 1876, and of certain Tables of the Analysis, was received. In those tables it was shown that the average cost of carrying a ton of goods one mile had been 4¼ pies. Government, however, was of opinion that the present was not an opportune time for pressing further reductions in rates on the Railway Company, whose resources were overtaxed by the demands of the Famine Districts, but concurred with the Chamber that it might fairly be inferred, from the success of the reductions already made, that the interests of the shareholders would in the long run be best secured by still further lowering rates, and thereby increasing traffic, provided the capacity of the line was increased in due proportion. The necessity of increasing the carrying powers of the G. I. P. Railway, in view of an increasing traffic, was recognized by Government, and arrangements were being carried out for adding to the number of Locomotive Engines, augmenting the carrying capacity of the rolling-stock, and giving more sidings.—(*Appendix* D.)

FINANCIAL MEASURES TO BE ADOPTED PROVIDING FOR THE FAMINE EXPENDITURE.

In the end of November last, when famine had appeared in the Southern Mahratta Country and in Madras, your Committee, remembering the injurious effect on the money market and on trade generally of the policy pursued by the Government of India in withholding from the public for several months, while famine was impending over large tracts of the Presidency of Bengal, its intentions with re-

spect to the financial measures to be adopted to meet the famine expenditure, submitted a representation to Government in which they expressed their hope that His Excellency would be so good as to furnish the public as soon as possible with an estimate of what the expenditure by Government was likely to be, and to keep the public informed from time to time should any change in the estimates be deemed necessary. To this request, His Excellency promptly and courteously replied that he would give immediate attention to it, when informed of the decision of the Government of India on the financial arrangements suggested to them.

No further communication, however, was received until the publication of the Resolution of the Government of India No. 46, dated the 16th January, in paragraphs 2 and 20 of which it was estimated that the total relief charges in the Madras and Bombay Presidencies, including loss of revenue, would probably be not less than six and a half millions sterling; but no information was given as to the manner in which it was intended that this money should be raised. The uncertainty, arising out of this reticent policy, at the commencement of a severe and protracted crisis, was calculated to produce great embarrassment, and your Committee again respectfully requested that His Excellency would be so good as to urge upon the Government of India the great importance of making known, with the least possible delay, what measures that Government intended adopting to raise the money required. The value of money had for some time past, in consequence partly of the requirements of Government, been steadily advancing, and until the intentions of Government were known, disturbances would occur in the money market, which could not fail to have an embarrassing effect on the relief measures of the Government, and from which not only mercantile interests generally, but the interests of the

holders of the Government of India's debt could not but be injuriously affected. The uncertainty that was then felt was all the greater because of para. 30 of the Government of India's Resolution, in the Financial Department, No. 3044, dated 22nd September, 1876, in which it was laid down that the Government did not intend to discontinue borrowing for Public Works, provided that the money could be raised in the country itself on advantageous terms, but that there were grave objections to the increase of gold loans. At that time the rate at which Council Drafts were sold in London was 1s. 7¾d. per rupee, while the price of 4 per cent. Government Paper in India stood at 101¼. In para. 7 of their Despatch to Her Majesty's Secretary of State, No. 2 of the 12th January, 1877, the Government of India, however, stated that they had been induced to approve of the commencement of large projects which would doubtless necessitate their having recourse to borrowing, but the circumstances of the money market had greatly altered, for Council Drafts were then selling in London at 1s. 10d., while the price of 4 per cent. Government Paper in India had fallen to 97¾. Whilst, then, there had been a rise of 2¼d. the rupee or about 10 per cent. in the rate of Exchange since the Resolution of the 22nd of September, 1876, Government Paper had fallen 3 per cent. But what the amount of the loan would be, and whether, from the great changes which had taken place in the money market, the Government of India would, if a new loan were decided on, consider that it was still advisable to borrow in India, or whether they would consider that the objections they saw to a gold loan in September 1876 had been removed, were entirely conjectural. The reply to this letter was deferred until the 15th of March, 1877, when the Chamber was referred to the Financial Statement made by the Hon. Sir John Strachey before the Legislative Council of His Excellency the Viceroy.—(*Appendix* E.)

THE UNCERTAIN CHARACTER OF THE ANNOUNCEMENTS MADE IN THE FINANCIAL STATEMENT CONCERNING THE LOAN AND REMITTANCE OPERATIONS OF THE CURRENT YEAR.

The effect of the estimates given in the Financial Statement of the amount to be raised by loans, and of the amount of the Secretary of State's Bills on the Government of India to be sold in London during the year, was completely nullified by the note on the face of the appended statements Nos. IV., V., and VI., which ran as follows:—"The estimates are the best that can now be made; but "they are subject to modification as the year goes on; the "Government must not be understood to pledge itself that "the Secretary of State in Council will raise by bills the "exact amount stated; or that the exact amount stated "will be borrowed during the year; or that it will be "borrowed in India or in England as the case may be." Again, it was stated in the Financial Statement under the head of "Loss by Exchange" that, either by bills or by borrowing, the Secretary of State must get £16,000,000 for the Home Treasury in 1877-78; and that it could not be said with certainty how much he would raise by bills and how much by borrowing. The Finance Minister justified this policy on two grounds—(1) that the assent of Parliament must be had before any money could be borrowed in England on behalf of India, and (2) that even if this difficulty did not exist, it would be hardly possible, under present circumstances, to pledge the Secretary of State to sell any specified quantity of bills at specified times, for fluctuations in the price of silver might be so serious, and might occur so rapidly, that it might be in the highest degree inconvenient to carry out the pledges which had been given.

Your Committee, however, deemed it to be their duty to

submit that the policy of not deciding upon and adhering to a fixed amount to be borrowed in India or in England, and a fixed amount of Council bills to be drawn weekly during the year, would be injurious to Government itself and to the country; and that the trade of the country was so mixed up with the financial arrangements of Government that it was in the highest degree desirable that Government, in making these arrangements, should adopt a frank, undeviating, policy, to be adhered to under all circumstances, for if any saving of expenditure were possible under the system now pursued, it would be of little moment when compared with the injury done thereby to the banking and mercantile interests affected by its operation. Your Committee could only think of two cases in which, in ordinary circumstances, it might be desirable in the interests of the State or of the trade of the country to deviate from a fixed line of action, and these were—first, a threatened combination on the part of the buyers of Council bills; and, second, a financial panic which it might be the very legitimate desire of Government to allay.

The uncertainty with respect to the amount of Council bills to be offered for sale in London, during the year, was the greater evil. These bills amounted to about one-fourth of the whole export trade of British India, and the sales of them made regularly throughout the year, in accordance with the announcement of Government, would not be liable to be affected by any combinations of persons. It was, moreover, of extreme importance to the numerous interests engaged in banking and commerce that the calculations upon which their transactions were based should not be subject to be at any time upset by a change, or suspension, of the amount to be offered for sale, which not only produced embarrassment, but had an immediate temporary effect on exchange. Your Committee also hoped that, as Parliament was then sitting, the borrowing powers would

be applied for without any delay, and that, as soon as these were obtained, His Excellency the Governor General in Council would announce the amount of the loan which he intended raising in India and the amount in England, and with regard to Council bills, that he would fix the amount to be drawn weekly during the year, and would adhere to it rigidly without allowing it to be affected by any fluctuation in rates.

The representations of the Chamber were forwarded by the Government of India for the consideration of the Secretary of State. His Lordship, in a Despatch to the Government of India No. 230, dated 5th July last, was kind enough to reply that he had had recent experience that any notification as to the intentions of the Government was liable to be regarded by the mercantile community as, to some extent, an engagement to which Government was expected to adhere; that circumstances might arise at any moment to modify the expectations entertained, and too much care could not be taken to reserve to Government complete freedom of action on all points; and that whilst he was at all times desirous of affording the mercantile community as much information respecting the amount of Council bills to be drawn during the year, and as regards other financial arrangements as might be possible, without detriment to the public interests, he could not commit himself to any definite engagements in that respect.—(*Appendix* F.)

EFFECT OF THE FALL IN THE PRICE OF SILVER ON TRADE, ON REMITTANCES, AND ON PRICES IN INDIA.

Towards the end of January last, the Chamber received a copy of the Despatch, No. 112, dated 31st October, 1876, from H. M.'s Secretary of State to His Excellency the Governor General in Council. Attached to that Despatch was a copy of a letter addressed to the Foreign Office on the

28th of August, in which the Secretary of State for Foreign Affairs was requested to issue instructions to Her Majesty's Ministers abroad for the transmission, in time for presentation to Parliament at the beginning of the next session, of all information which could be obtained respecting the measures adopted, or in progress, that had any bearing on the question of the depreciation of silver; and His Excellency the Governor General was requested to furnish at the same time all information that it might be in the power of His Excellency to supply regarding the effect which the fall in the price of silver might have had on trade or remittances, and on prices in India, and to give to the latest date possible any facts which threw any light on the subject. These papers were forwarded to the Chamber with a request that the Governor General in Council might be favoured with its opinion on the points indicated by the Secretary of State.

The Chamber in reply did itself the honour to forward the following Statements :—

Statement A, showing the total value of the imports into, and the exports from, British India, together with the total allotments of Council Bills on India, and the balance of enfacements and re-transfers to India, of Indian Government Paper, in each month in the years 1874, 1875, and 1876, and in January and February 1877.

Statement B, showing the exports of the principal articles from Bombay Presidency to foreign ports from January 1874 to March 1877, with the average prices of the articles in Bombay, the value of Bar Silver in London, and the rates of exchange and freight current each month in Bombay.

Statement C, showing the values of the principal articles imported into the Bombay Presidency for the same period.

Statement D, Nos. 1 and 2, showing the average price each month of linseed and rapeseed in Bombay and in London, during the years 1870-76, and the first quarter of 1877, with the current rate of exchange; and No. 3 showing the average price each month of Fair Dhollera Cotton in Bombay and in Liverpool, during the years 1858-60, and 1874-76, and in the first quarter of 1877, with the current rate of exchange.

NOTE.—The years taken in Statement D, No. 3, were selected as giving average values of cotton in the years immediately preceding the American Civil War, and in the last three years :—the years of the War and subsequently, when high, abnormal prices ruled, being passed over, as affording no just bases of comparison ;—and

Statement E, Nos. 1 to 19, showing the prices current of food grains from January 1874 to March 1877, at Bombay, Ahmedabad, Kaira, Surat, Broach, Tanna, Kolaba (Alibagh), Khandeish, Nasik, Ahmednuggar, Poona, Sholapore, Kaladgee, Sattara, Belgaum, Dharwar, Rutnagirri, Kanara (Carwar), and Punch Mahals (Godhra).

The facts which these Statements elucidated, and the inferences and opinions which the Committee expressed on the various points, were printed and distributed among the members of the Chamber, and it is therefore perhaps unnecessary to repeat them here in detail. One important fact, however, which these Statements brought prominently out was the extraordinary increase in the export of gold which occured in 1876, and particularly during those months when exchange was most depressed. Your Committee propose again dwelling upon this fact for a moment, for it bears directly upon all those ingenious devices to raise the rate of exchange

by giving the rupee an artificial value, which were showered with profusion upon the public both in this country and in England: The imports of gold exceeded the exports until the end of May 1876, when the average rate of exchange for the month had not fallen below 1s. 8 5/16d. But as exchange declined, the exports of gold increased amounting in July to £211,000, in August to £334,000, and in September to £232,000. The rate of exchange taking the average of each month, did not exceed 1s. 8d. again until towards the end of October, when a decided improvement set in; and the consequences became apparent in the sudden falling off in the exports of gold from 33 lakhs in August to a little over 2 lakhs in November and December, and to Rs. 3,900 altogether in the 3 months ending 31st March, 1876. The imports of gold again in January 1877, when the average rate of exchange stood at 1s. 10d., rose to £69,810, in February, when exchange stood at 1s. 9 13/16d. to £305,680, and in March, when exchange stood at 1s. 9⅛d. to £210,530. The imports during March were all ordered when exchange stood much higher than the average rate here given, and when it fell to near that point all orders ceased for English gold, none of which had since been imported. It was a remarkable feature that these large imports of gold were made at prices higher than used to be paid for gold, or, in other words, gold had generally only been imported in quantity when exchange was considerably above the rates ruling from January to March; and this was owing to the very high and unprecedented prices which were paid for gold for export during the extreme depression in exchange, enabling the country to re-buy what it had sent away, and to give high prices although not nearly so high as the prices at which it had sold. The country in fact sold its gold when prices were high, and rebought when they were low, though they were still higher than in former days it could afford to buy at. Your Com-

mittee considered that these proofs of the keenness with which the natives of India detect, and profit by any movements in the relative value of gold and silver, showed that the difficulties which other countries had experienced in adopting a double standard would be no less formidable in India : and His Excellency would further no doubt feel, as the Chamber did, that this fact alone, apart from considerations of sound policy, afforded a sufficient answer to the many proposals (some of them emanating from quarters sufficiently influential to be entitled to a hearing) to raise the rate of exchange by attempting in various ways to give the rupee a value different from its metallic value.

Your Committee were of opinion, on the question generally, that as the depreciation in silver did not continue long enough to affect the prices of articles of general consumption, such as the ordinary food of the people, the result had been a clear gain to the producer, and of great benefit to the country, greatly increasing the export trade and giving a great impetus to the internal one, as might be seen from the increased railway traffic. Another advantage had been that of securing a large quantity of silver at cheap prices : in other words, an enormous quantity of produce had been sold and value received in return which otherwise would never have been received. The facts showed that a heavy fall in exchange, so far from being an unmitigated evil, as it was too often considered by those who did not look below the surface, really conferred great benefits on the country, as tending to develope enormously its agricultural resources, and to stimulate its industries.

Your Committee in conclusion remarked that all enquiries with a view to eliciting further information on the various new conditions affecting silver could not but be very useful : they observed with much satisfaction the enquiries set on foot through the Foreign Office, and hoped that all

information obtained would be made public as soon as possible.—(*Appendix* G.)

ADVANCES TO IMPORTERS OF SILVER BULLION AND FOREIGN COINS, UNDER MINT CERTIFICATES.

A Notification was issued by the Government of India, Financial Department, No. 2725, dated 25th November, 1876, containing certain new rules with regard to Mint certificates of silver bullion or foreign coin imported, and their encashment. The general effect of these rules was to transfer, to the Coin reserve of the Currency Department, the burden, now borne by the public treasury, of advancing to importers, during the process of coining, the net produce of silver bullion and foreign coins.—(*Appendix* H.)

THE OPIUM BILL, 1876.

The reasons which induced our predecessors in office to memorialize the Government of India praying that the provisions in the Bill for the establishment of Government warehouses might be expunged, so far as Bombay was concerned, were set forth in the last Annual Report of the Chamber. His Excellency the Governor General in Council, it will be remembered, remarked in reply, with reference to the assertion that the greatest possible "inconvenience" and "heavy loss" to the trade must be the result of the establishment of warehouses, that, in the absence of any explanation by the Chamber, he did not understand how this alleged inconvenience and loss could arise, adding that, after a careful consideration of the Memorial he did not see sufficient grounds to justify a modification of the opinions he had already expressed on the subject. Whereupon, the Committee addressed another letter to the Government of India entering into the whole question in greater detail.

In reply to this communication, the Honorable the President in Council regretted that he was unable to modify the decision conveyed in his letter No. 3052, dated 26th September, 1876, adding that the establishment of Government warehouses for opium was intended principally for the protection of the revenue from the home consumption of opium. He reminded the Chamber again, however, that the proposed legislation was only permissive, and was not designed to apply to Bombay in particular, and that it would not be applied to Bombay as long as other measures were found sufficient. Warehouses might be established in any part of India in which they might appear necessary, but only with the sanction of the Government of India. With regard to the provisions which the Chamber suggested should be distinctly stated in the Act, the President in Council was unable to approve of the first three, but, with respect to the remaining two, he stated that every facility would be afforded for the conduct of business in the Government warehouses which was afforded in other bonded warehouses, or which the peculiarities of the trade might be shown to require.—(*Appendix* I.)

NATIVE PASSENGER SHIPS ACT, 1876.

In November last, your Committee represented to His Excellency the Governor in Council that it was desirable that "the Native Passenger Ships Act, 1876," which had received the assent of the Governor General on the 28th of March 1876, should be brought into force without any further delay. Section 3 of the Act provided that the Act should come into force on such day as the Governor General in Council directed by notification in the *Gazette of India*.

The provisions of Acts XII. of 1870, and XII. of 1872, which had the force of law until the new Act of 1876 was notified, were not applicable to "any ship under contract

"with the Government of any European State," so that while British vessels were carrying native passengers in strict conformity with the regulations of these Acts, no such restriction was imposed on foreign vessels under contract with a European Government. British vessels consequently found it impossible to compete in the pilgrim trade with such vessels, and a loophole was left open for the continuance of those abuses in the overcrowding of ships conveying native passengers which the introduction of the Indian Native Passenger Ships Acts was meant to remove.

In August last, your Committee again urged upon Government that the Act might become law as soon as practicable, but on this, as on the previous occasion, the only reply which they received was that the steps necessary for declaring the Act in force were still engaging the attention of Government.

NEW CONSOLIDATED CUSTOMS BILL.

In November last, a letter was received from Government stating that the Government of India had intimated that it was in contemplation to revise the Consolidated Customs Act (VI. of 1863), and that a Consolidated Customs Bill would be shortly published in the *Gazette of India*, and had requested that a Committee similar to the one proposed to be appointed for Calcutta might be formed in Bombay to consider the Bill. Certain correspondence received from the Government of India on the subject was at the same time forwarded to the Chamber, and the Chamber was invited to nominate two members to sit on the Committee with the officers whom Government might appoint Captain Henry and Mr. Graham were appointed to represent the Chamber,—the Government members consisting of Mr. Reid, the Commissioner of Customs, and Mr. Pritchard, the Collector of Salt Revenue.

Thirty copies of the proposed Bill, with half margin and

references, were courteously forwarded by the Honourable Mr. T. C. Hope for the use of the Chamber, and these were distributed among members most interested in the question with a request that they would note on the margin, opposite to each section, the amendments which they recommended should be made in the section, and that they would then return the Bill to the Chamber with any other suggestions which it might occur to them to offer on the Bill. The copies of the Bill so returned with the amendments and suggestions of members were handed over to Messrs. Henry and Graham. Mr. Graham has informed your Committee that the Committee appointed by Government have forwarded their report on the proposed Bill to the Government of India.—(*Appendix* J.)

ADJUSTMENT OF CLAIMS PREFERRED AGAINST VESSELS ARRIVING IN BOMBAY, IN RESPECT OF GOODS LOST IN TRANSITU.

Disputes being of frequent occurrence as to the proper mode of adjustment of such claims, your Committee decided to take the opinion of Mr. G. F. Rimington, Solicitor, upon the question. Some merchants held that the settlement ought to be at the invoice cost, plus any money actually expended on the goods, while others considered that the fair mode of settlement was to allow the market rate for the goods on the day of the vessel's arrival, thus putting the consignees in the same position as if the articles had arrived.

Mr. Rimington was of opinion that the shipowner was liable to pay to the owner or consignee the value of the goods in Bombay at date of arrival of the vessel. Mr. Rimington's opinion will be found in the appendix.—(*Appendix* K.)

CUSTOM HOUSE ORDER DIRECTING THE NON-ACCEPTANCE OF DECLARATIONS FOR PAYMENT OF DUTY BEFORE THE LANDING AND EXAMINATION OF GOODS.

This alteration in the Customs rules appeared to your Committee to be very obstructive : its object seemed to be to save the department a little trouble at the expense of hampering and annoying trade ; and they expressed their hope that the Commissioner would, on reconsideration, order it to be cancelled. The Commissioner was good enough to state in reply that in the matter of goods passed under Permanent Deposits there could be no valid objection to the cancellation of this order, and that the duty bills would be sent out after the declarations had been checked. The practice, however, of passing goods not covered by a Permanent Deposit on payment of duty on declarations was one which, he considered, tended to encourage laxity of supervision, and on the continuance of which the importers had no legal right to insist. At the same time he fully admitted the force of the Chamber's representation as to the hardship which a total suppression of it would entail on the trade, and if, after a fair trial, the arrangement was found to cause any real and unnecessary inconvenience he should be prepared to reconsider it.

A month later, a letter was addressed to the Chamber by a number of native merchants, complaining of the hardship and inconvenience to which they had been subjected since the introduction of this new order. A copy of this letter was forwarded to the Commissioner, and the Chamber trusted that he would now reconsider the arrangement and cancel the order, the operation of which was so much complained of. The Commissioner, however, withheld compliance with this request, alleging that if the order worked hardly the fact could scarcely fail to be brought to his

notice. But from the tenour of his reply, your Committee inferred that no request to pay duty in advance would, unless for some special reason, be refused, and they recommended the native merchants, whenever they wished to pay duty in advance, to apply to do so, and to complain in every case in which their application was refused.—(*Appendix* L.)

PROPOSED ACT FOR THE PORT OF KURRACHEE.

In January last, a letter from the Commissioner in Sind No. 1409, dated 19th October, 1876, to the Government of Bombay, with its enclosures, and a copy of a Report by the Government Solicitor, were forwarded to the Chamber, with a request that the Chamber would favour Government with its opinion on the draft Act, and Table of Wharfage Fees, for the Port of Kurrachee, submitted by the Commissioner. The Act was entitled—"An Act for the levy of "fees for the use of the Government Bunders, Wharves, "Landing Places, Piers, and Hards, at the Port of Kur-"rachee.

Your Committee regretted that they were not in a position to give an opinion upon the proposed scale of fees, and whether it would affect the trade of Kurrachee, but the fees appeared to be high for native craft, particularly in respect of the time allowed before a daily charge was made. They recommended, that the opinions of merchants and others in Kurrachee interested in the trade should be taken on the proposed Act, and on the scale of fees intended to be levied.

In the opinion of your Committee, however, Hards and other places, where no facilities for landing passengers or goods were given, should be excluded from the operation of the proposed Act, and no fees should be charged for landing passengers and goods at such places.—(*Appendix* M.)

FEES ON TRANSHIPMENT OF GOODS IN THE HARBOUR OF BOMBAY.

In the last Annual Report of the Chamber it will be seen that our predecessors in office, on enquiry into this subject, had found that since the levying of the transhipment fee of two annas per package—which yielded a revenue of only Rs. 192-7-0 per month—and in consequence of it, a great quantity of its transhipment business had left Bombay. They therefore forwarded a Memorial to the Government of India praying that these fees be abolished; but that Government, without assigning any reason, simply regretted that it could not comply with the request of the Chamber.

When His Excellency the Viceroy visited Bombay in December 1876, your Committee availed themselves of the opportunity which the presentation of the Chamber's Address offered, again to press this important subject upon His Excellency's attention. The representation of the Chamber on that occasion, and His Excellency's reply, will be found in the appendix.—(*Appendix* N.)

DEMURRAGE.

A question, which arose as to the rate of exchange at which demurrage on a ship should be charged, was referred to the Chamber. Your Committee ruled that demurrage was a debt payable in Bombay on demand, and, when payable in sterling, that it should be liquidated in cash at the equivalent rate of exchange.

Another question as to whether "Sunday" counts for demurrage was also referred to the Chamber. Your Committee considered that this depended entirely on the wording of the charter-party. If so many "working days" on demurrage were stipulated for in the charter-party, Sundays would not be charged for; but if the charter-party simply

allowed so many "days" on demurrage, Sunday would be considered one.

LIVERPOOL STANDARD SAMPLES.

The fresh standard samples of the different classifications of Dhollera, Oomraotee, Hingenghat, Machine-ginned Broach, Sawginned Darwar, Comptah, and Veravul, referred to in last year's Report, were duly supplied to the Chamber by the Liverpool Cotton Brokers' Association. These samples were of great service, during last season, to members of the Chamber, and to those interested in the cotton trade of this port, and the thanks of the Chamber were conveyed to the Association for the care and trouble which it had taken in the Chamber's behalf. Your Committee have applied to the Association for a new set of standard samples for the approaching season.

SAMPLES OF TASAR SILK FROM COCOONS INDIGENOUS TO HOSHIARPUR.

Samples of Tasar silk, produced from cocoons indigenous to the Hoshiarpur district of the Punjaub, were received from Government with a request that the Chamber would favour Government with opinions as to the prices which raw silks of the quality of these samples would fetch. The opinions obtained, which will be found in the appendix, were sent to Government.—(*Appendix* O.)

LEVY AND REFUND OF TOWN DUTIES IN BOMBAY.

In November last, a copy of the Rules or Bye-laws for the levy and refund of town duties, which had been submitted by Mr. Pedder for the consideration of the Town Council, was sent by that body to the Chamber for any remarks which it might have to make thereon. In reply, your Committee

forwarded to the Town Council a copy of the letter, addressed by the Chamber on the 11th October, 1875, to the Municipal Commissioner containing its views on the subject of the levy and refund of these duties.

In the Rules or Bye-laws now forwarded to the Chamber, those relating to refund on exports by sea appeared to be the same as the Rules which had practically been in force for some time, and with the exception of the limitation of time for the granting of refund to six months from the date of importation, they seemed to be reasonable. Rule VII. of Section B provided that if several parcels were exported on different dates, or on the same date, but were consigned to different places or persons, the refund on each of which amounted to less than Rs. 10, they were not to be clubbed together in order to obtain refund. This would be a great hardship to importers. Town duties were, it was understood, only leviable on articles consumed in the town, and there did not appear to be any good reason why parcels consigned to different places or persons should not be clubbed together to obtain refund, if it was shown that the town duty on each parcel had been duly paid. Your Committee observed with regret that it was proposed that the minimum amount of town duty on which refund was claimable should be retained at Rs. 10, notwithstanding Mr. Pedder's recommendation that the amount claimable should be reduced to Rs. 5. The Chamber had submitted, in its letter of 11th October, 1875, that the amount should be reduced to Rs. 4, and your Committee hoped that the Chamber's remarks on that point would receive the careful consideration of the Town Council. Your Committee also recommended that the limitation of time for the granting of refunds (if any were to be fixed), and the minimum amount of town duty on which refund was claimable, might with advantage be left to the Town Council to deal with in the Rules which they might from time to time notify, without either provision

being incorporated in the Act, for if either restriction became at any time objectionable it could be altered by a notification of that body, whereas, if they appeared in the Act and became law, they could not, under any circumstances, be altered or relaxed, unless the Act was repealed or amended. The Town Council, however, were of opinion that the minimum amount on which refund was claimable should be left at Rs. 10, and that the period of limitation as to export should be retained as provided in section 120 of the present Municipal Act.—(*Appendix* P.)

THE ENGLISH TRADE MARKS REGISTRATION ACTS.

Your Committee submitted to His Excellency the Governor in Council the expediency of a measure being introduced into India similar to the Trade Marks Registration Act 1875, 38 and 39 Vict., chap. 91, and the Trade Marks Registration Amendment Act 1876, 39 and 40 Vict., chap. 33, both of which had been notified by the Government of India on the 7th February, and published for general information in the Bombay *Government Gazette* of the 24th May, 1877.

The increase in the cotton manufactures of Bombay rendered it very desirable that a Bill establishing a register of Trade Marks, similar to the English Acts, should be introduced into India; and your Committee recommended that if such a statute should be introduced into this country, and whether it be made applicable to all British India or only to the Bombay Presidency, an office should be established at Bombay, the seat of the Indian cotton manufactures, for the exhibition of cotton marks, and that, as in the English Act the Directors of the Manchester Chamber of Commerce were appointed to form the Committee of Experts, so, in Bombay, the Committee of Experts

might be composed of members of the Chamber of Commerce and of members of the Bombay Millowners' Association.

His Excellency in Council was of opinion that if there was to be any legislation on this subject it should be imperial and not local, and a copy of the Chamber's letter had therefore been forwarded to the Government of India. —(*Appendix* Q.)

TOWN AND TRANSIT DUTIES LEVIED BY MUNICIPALITIES IN THE PRESIDENCY OF BOMBAY.

During the government of His Excellency Sir Philip Wodehouse, the Chamber's representations on this important subject had little effect. It had been the policy of the Government in requiring Municipal bodies to provide for the local management of the towns, to give them much latitude in determining from what sources their funds should be obtained, and the great majority of those bodies had a decided preference for octroi duties over house taxes and other forms of direct taxation, and it was, said His Excellency, no doubt almost impracticable to prevent octroi duties from assuming in some degree the nature of transit duties. The Chamber, it will be remembered, again addressed the Local Government on the whole question of these duties (vide Annual Report for 1875-76, page 91), and respectfully requested to be furnished with information as to the action which His Excellency might be pleased to take in respect of them. But the views enunciated by Government, in its letter of the 18th May, 1876, were those still maintained by His Excellency the Governor in Council.

When Lord Lytton visited Bombay in December last, the Chamber laid the question of the Municipal duties levied in the Bombay Presidency before him, and his Lordship was

so good as to say that the Chamber's views on these duties commanded, so far at least as general principles were concerned, his entire sympathy. His Lordship further observed that it could not be doubted that town duties, improperly levied, might become a sort of Municipal blackmail for the purpose of maintaining oneself at the expense of one's neighbour : that for this reason they might be very popular with those who did not suffer by them, and local imposts less objectionable would probably be more unpopular ; and he promised to make full enquiry into the facts laid before him, with a sincere desire to suggest and facilitate the collection of Municipal revenues in a manner which should not injuriously affect the general trade and commerce of the country.

All that the Chamber had contended for in its numerous representations on this subject was that the rules prescribed for general adoption by the Government of India in its able and exhaustive resolution of the 6th November, 1868, should be adhered to. That resolution set forth the principles on which only the levy of octroi was justified. Briefly stated, these principles were that town duties on articles of consumption should fall entirely on the population of the town for the benefit of which such taxation was imposed, and that a jealous guard should be kept lest octroi should extend to any article belonging to the transit or general trade of the country. It was further stated that the levy of octroi should be confined to as few articles of local consumption as possible, and the articles were specified on which octroi might and might not be levied. Paragraph 25 prescribed the following rules which were not to be deviated from without the previous sanction of the Government of India :—

Rule I.—Subject to the limitations contained in Rule II., no town duty or cess under any name shall

be levied by any Municipal body on any commodity not included in the following list, viz. :—

(1.) Articles of food or drink for men or animals.
(2.) Animals for slaughter.
(3.) Articles used for fuel, for lighting, or for washing.
(4.) Articles used in the construction of buildings.
(5.) Drugs, gums, spices, and perfumes.
(6.) Tobacco.

Rule II.—No such duty shall be levied on any of the following articles, viz. :—

(1.) Articles liable to Customs duty and imported into India by sea.
(2.) Salt.
(3.) Opium.
(4.) Fermented or spirituous liquors manufactured in India, and drugs liable to excise or abkaree duty.

These two sets of articles were expressly so fixed that municipal should not encroach on imperial taxation, and that (in the words of the resolution) important general interests should not be overlooked for the sake of small local improvements.

The Chamber will have observed with satisfaction that a letter dated Simla, September 1877, was addressed by the Government of India to the subordinate Governments re-affirming the principles of Municipal taxation laid down in the Resolution of November 1868. In that letter His Excellency the Governor General in Council requested all local Governments and Administrations to take early steps to alter octroi taxation in towns where such taxation transgressed against the acknowledged principles; and, should this measure result in a serious falling off in municipal revenues, it would be for local Governments to decide whether it might not be

desirable to combine direct with indirect taxation, or to enhance the rates on articles of consumption. The Government of India could not too emphatically condemn the imposition of taxes on articles which had by the Imperial Government been relieved of burdens, such, for instance, as a high duty on wheat. The Chamber had brought to Lord Lytton's notice, in December last, that the town duty levied in Kurrachee on wheat was 2½ to 3 per cent., and as in this instance the octroi did not fall on consumption alone, the relief accorded by the Imperial Government had been materially neutralized by the action of the Municipality.

In the Chamber's representation to the Government of Bombay, dated 26th October, 1875 (vide Annual Report for 1874-75, page 415), the Chamber brought to the notice of His Excellency the Governor in Council that, in some of the Municipalities of this Presidency, in Surat, for instance, and sometimes in Tanna, the right of levying octroi was farmed out for lump sums, which led to oppression being practised by the contractor on the ignorant trader. The Government of India now desired that, in accordance with the wishes of the Secretary of State, this practice should be abolished, and that the system of direct collection be introduced from the 1st day of the ensuing year into all Municipalities where octroi was levied. It was to the interest of the farmer of octroi to prevent refunds and throw difficulties in their way, and wherever the system of farming had been permitted it had been found impossible to obtain accurate statistics, and it was only from accurate statistics that the local Governments and Administrations or the Government of India could discern when octroi was exceeding its proper limits of a tax on town consumption.—(*Appendix* R.)

REMOVAL OF THE COTTON TRADE TO MAZAGON.

The threatened diversion of the cotton trade to Mazagon, which began just as last year's Report was issued, has been

to some extent successful, notwithstanding the efforts made to prevent it. Your Committee considered that the Port Trustees, in combining with the Esplanade Fee Fund Committee and the New Colaba Company to raise the rate of ground-rent for storing cotton on the Colaba green, were responsible for this movement on the part of the Native dealers, and they submitted that whenever the Trustees intended taking any action, as was done in this case, affecting an important trade, it was very desirable that the trade should first be consulted respecting it.

The inconvenience to which the trade was being subjected by the removal of a portion of it to Mazagon became greater than was at first apprehended, and, on the 11th of January, a deputation from the Chamber waited on the Port Trustees to explain the views of the Chamber on the subject, and the necessity of some concession being made by the Trustees to induce the dealers to return to Colaba, and to prevent others who had not already removed from Colaba from doing so. In deference to the representations made on that occasion, the Trustees made the following alterations in the rates levied on cotton at the Apollo Reclamation :—

No charge whatever to be made for ground-rent.

All railway-borne cotton on delivery on the ground to be charged ½ anna for each unpressed or half-pressed bale, and ¼ anna for each docra or full-pressed bale.

All sea-borne cotton to be charged on import 1 anna per bale, and ½ anna per docra, and

The export fee on cotton to be ½ anna per bale.

Your Committee, in conveying to the Port Trustees the thanks of the Chamber for these concessions, stated that, whatever their ultimate effect might be, they were very liberal ; and they trusted that the concessions would operate as an inducement to the cotton dealers to return to Colaba.

By the influence, however, of the enterprising Native firm which manages the Mazagon Land Company, many of the cotton dealers remained on the Mazagon cotton green. It is estimated that, in the last season, about 200,000 bales, consisting principally of Oomrawuttee, Khandeish, and Barsee, in full-pressed bales. passed over the Mazagon green. There were also some few lots of Dhollera and Broach, but these, almost entirely, and about one-fourth of the whole quantity of cotton which passed over the green, belonged, it is believed, to the Native firm above alluded to.

Business will still go to Mazagon in the approaching season, but probably not to anything like the extent it did last year, for a number of the large cotton dealers have either decided to return to Colaba, or are tending that way.

Although so large a quantity of Oomrawuttee cotton went to Mazagon last year, yet by far the larger proportion of that crop, say 60 or 70 per cent. of it, is now bought through European agents or firms in the interior, not one of whom sent a bale of cotton to Mazagon, nor are they likely to do so. The removal of a portion of the trade to that distant locality is the greatest obstruction to business, which has yet occurred in the trade, and it will, doubtless, do more to drive the trade into the hands of the European buyers up-country than the Native dealers have any idea of. The annoyance, trouble, loss of time, and expense which the Mazagon green was to European merchants last year were enormous. To a firm doing a large business, it almost necessitated the employment of an additional assistant, and the distance was so great that he was practically beyond control. And men of great experience declare that they will not subject themselves to the risk and trouble of buying at Mazagon, far away from the receipt of telegrams, quotations for freight and exchange, and the numerous other details, which a mer-

chant has to take into account in the price he can pay for the staple.

DEATH OF CAPTAIN HENRY, CHAIRMAN OF THE CHAMBER.

It was the melancholy duty of your Committee to place on the records of the Chamber a resolution expressive of their sense of the great loss which the mercantile community had sustained by the death of Captain Henry, Superintendent of the P. and O. Company, on the 23rd day of February, 1877. As Chairman of the Chamber, to which office he was unanimously elected in October 1876, he had by his great experience in commercial affairs, his tact, courtesy, and ability, won the respect of all its members, and the esteem and attachment of his colleagues on the Committee. At a Special General Meeting of the Chamber, held on the 16th of March last, a similar resolution was passed unanimously by the members of the Chamber, and it was at the same time resolved—"That a copy of the resolution be sent to "Mrs. Henry, with the expression of the Chamber's deepest "sympathy with her in her sad bereavement." The proceedings of the Special General Meeting on the 16th of March will be found in the appendix.—(*Appendix* S.)

EXPEDIENCY OF SUBSTITUTING COCOANUT FOR COLZA OIL FOR LIGHTHOUSES IN INDIA.

Certain papers on this subject, which had been received from the Government of India, were forwarded by the Government of Bombay to the Chamber for its opinion. Your Committee, not being experts on the comparative qualities of these oils, submitted the question for the opinion of Mr. D. S. Kemp, F.C.S., one of the best authorities on such subjects in this part of India; and, in forwarding Mr. Kemp's opinion, they added that they saw no reason why Cocoanut

Oil should not be used in all Lighthouses in this country and Aden, care being taken to guard against congelation in cold weather, or when the temperature fell to a point at which the oil was likely to solidify.—(*Appendix* T.)

EXTENSION OF TIME FOR CLOSING THE CHINA MAILS.

Complaints were made to the Chamber of the inconvenience which was caused by the closing of the China Mails at the Post Office at 3 o'clock P.M., although the Mail steamer did not leave until 6 and sometimes 7 o'clock in the evening. It had frequently happened of late that opium and other goods had been received by the steamer on the day of her departure, and that it had been necessary to detain the Bills of Lading against the same goods until the next opportunity, in consequence of the Mails having been closed so long before the steamer left. Your Committee, on representing the matter to the Officiating Postmaster General, were informed that the China Mail steamer would for the present (14th July, 1877) be timed to leave at 5, which would enable letters to be posted at the General Post Office up till 3-45 P.M. instead of 3 P.M.; and that he was making enquiries whether any further facilities for extending the time of posting letters for the China Mail were practicable, and would communicate with the Chamber again. The thanks of the Chamber were conveyed to the Officiating Postmaster General for his prompt and courteous attention to its representation.

THE APPOINTMENT OF OFFICIAL ASSIGNEE.

The important office of "Official Assignee" became vacant in June last, and your Committee availed themselves of the opportunity of bringing to the notice of Government the lax and inefficient manner in which the office had for

some years back been administered, and of requesting His Excellency the Governor in Council to interfere and see that a properly qualified person was appointed, and arrangements at the same time made for a more satisfactory and speedy liquidation of insolvent estates.

It was notorious that of late years the office of Official Assignee at this Presidency had been practically a dead letter: dividends on insolvent estates were rarely declared, even in cases where funds had been realized, and this apparently from no other cause than the indolence or neglect of the Official Assignee; and it had been a constant cause of complaint in mercantile circles that creditors could obtain no information from him touching the affairs of their insolvent debtors, although such information had been frequently applied for. Your Committee, without entering into details, drew the serious attention of Government to the great encouragement which this office so conducted gave to fraudulent debtors to pass through the Insolvent Court, and successfully conceal their property; and they suggested that the person to be appointed should be required to devote his whole time to the duties of his office, that he should be well acquainted with business in Bombay and thoroughly understand accounts, and that a person with these qualifications, and having some knowledge of law, should be preferred.

It was also desirable, in the public interests, that an Auditor should be appointed to examine regularly the accounts of the Official Assignee, and the money and securities in his hands. This practice was in force in Calcutta, and your Committee recommended that it should be also adopted at this Presidency.

Your Committee were informed, in reply, that the appointment of Official Assignee under the provisions of 9 and 12 Vict., cap 21, Section XIV. rested with the Chief Justice of Her Majesty's High Court of Judicature, and Government had nothing to do with the matter, but that

the Chamber's letter had been forwarded to the Hon. the Chief Justice for his consideration. But, although the new appointment of Official Assignee has been made, your Committee regret that no steps appear yet to have been taken towards appointing an Auditor, which the reported defalcations of the lately deceased incumbent showed to be so necessary.

RESOLUTION OF THE GOVERNMENT OF INDIA NO LONGER TO MAINTAIN A TUG STEAMER TO RENDER ASSISTANCE TO VESSELS IN DISTRESS DURING THE S. W. MONSOON.

In February last, the Chamber was favoured by the Deputy Conservator and Master Attendant of the Port with a copy of Government Resolution, in the Marine Department, No. 195, and with an extract from para. 5 of the letter of the Government of India, embodied in Government Resolution, in the Marine Department, No. 1257, dated 25th August, 1876, from which it learned that the Government of India had decided not to maintain the steam Tug "Dagmar" for rendering assistance to vessels in distress during the S. W. Monsoon. The Deputy Conservator and Master Attendant, in transmitting these papers, suggested that the Chamber should invite the attention of the mercantile community and insurance companies to the expediency of their adopting such measures as to them might seem best for rendering assistance to any merchant vessel that might be in distress.

In their letter to Government on this subject, your Committee, in the first place, protested against the supposition that the mercantile community, as apart from the general community, had, in this matter, any special interests at stake. The persons interested were the general public and the insurance companies; and the Chamber desired it to be clearly

understood that if the Government of India persisted in its resolution to deprive this Port of the services of a steamer, the mercantile community could not accept any responsibility in the matter.

At the same time it appeared to your Committee to be the duty of the Port Trustees, who levy Port-dues for the purpose of providing proper facilities for vessels, to take every precaution to ensure the safety of vessels entering the Port: this, your Committee thought, might fairly be considered one of the objects for which Port-dues were levied.

There were no suitable steam Tugs available in Bombay, and, unless the Government provided one, the Port would be left without the means of rendering assistance to vessels in distress. Your Committee submitted that not only the interests of life and property, but the reputation of the harbour, demanded that the Government should provide such a Tug, and they respectfully requested that His Excellency the Governor in Council would forward a copy of their representation to the Government of India with a recommendation that the resolution depriving the shipping of the services of the "Dagmar," during the S. W. Monsoon, might be reconsidered. Copies of the papers received from the Deputy Conservator and Master Attendant, and of the Chamber's letter to Government, were forwarded to the Bombay Underwriters' Association.

In accordance with the Chamber's request, a copy of its letter was courteously forwarded by the Government of Bombay for the consideration of the Government of India.

THE FISHING STAKES OFF THE HARBOUR OF BOMBAY.

In January last, your Committee represented to Government the serious injury which might be done to steamers and sailing vessels by the present mode of putting down

these fishing stakes across the present course to the south (or very nearly so), and removing them yearly to fresh places without giving any notice to the interests involved. Were the stakes always put in the same position, a clear course could be shaped, but nothing could be more dangerous to vessels than altering the position of the stakes every year. There were often no lights near the stakes, and any vessel passing through them might easily have her ports carried away, or be subjected to more serious injuries. Your Committee recommended that fishing stakes should be prohibited in deep water navigated by ocean-going vessels, or, if that were impossible, that the stakes, when pulled up during the S. W. Monsoon, should be replaced in the same positions as previously, failing which proper notice should be given to those concerned, and, further, that stringent regulations should be enforced as to the stakes being lighted during the night. His Excellency the Governor in Council, however, did not think it expedient to interfere in the matter.

The papers were circulated among the members of the Chamber, and in accordance with their suggestion, your Committee wrote to Captain Taylor, Superintendent of Marine Surveys to the Government of India, who had made an inspection of the fishing stakes in May last, enquiring if he had made an official report of his inspection to Government, and, if he had not done so, requesting him to favour the Chamber with a report, so as to assist them in strengthening their case to be again laid before Government. Captain Taylor courteously sent to the Chamber an extract from the report of his inspection, which had gone in to the Governments of India and Bombay, also photozincographed copies of the chart which he had constructed. The season, however, was too far advanced when his inspection took place, and he was not able to lay down the positions of the inner stakes; but he hoped to make further examination soon. Meanwhile the chart and a Notice to Mariners

(which would together be available very soon to the maritime public) would serve the twofold purpose of guiding ships clear of the stakes, and preserving the ancient and important fishing grounds off Bombay. Your Committee therefore decided to defer again laying the case before Government until the result of Captain Taylor's further examination was known.—(*Appendix* U.)

THE NEW STEAM BOILER INSPECTION BILL.

On the 14th of July last, His Excellency the Governor in Council forwarded to the Chamber a letter from the Bombay Millowners' Association, dated the 4th idem, containing certain suggestions in regard to some of the provisions in the proposed Bill, and requested the opinion of the Chamber upon them. These suggestions referred mainly to two points: (1) the nomination and pay of the Inspector or Inspectors for the purposes contemplated in the Bill, and (2), the composition of the Commissions for hearing appeals preferred by owners.

With regard to the nomination and pay of the Inspector, the Association was prepared to nominate, for approval and appointment by Government, a well qualified Engineer, and to pay him a salary of Rs. 500 per month, providing him also with office accommodation, sepoys and stationery, and defraying all railway fares.

The second suggestion was to the effect that the Commissions for hearing appeals should be of a mixed character, which was what the Chamber had recommended in its Report on the proposed Bill (vide Annual Report for 1875-76, page 270). The Association suggested that these Commissions should consist of,—

A Royal Engineer.

A Government Mechanical Engineer of good standing.

The Locomotive Superintendent of either of the Railway Companies, and

Two independent Engineers, unconnected with Government, to be appointed by the Association.

The Chamber approved generally of the suggestions made by the Association.—(*Appendix* V.)

MEASUREMENT OF CASKS OF OIL FOR STEAMER CARGO.

Disputes have arisen as to how the Chamber's rule for the measurement of Oil in casks should be interpreted, and the question has on several occasions been referred to the Chamber.

In a recent case, the steamer agents declined to deduct one-fifth off the measurement of certain casks of Oil, claimed by the shippers, on the ground that, according to the Chamber's Steamer Tonnage Scale, no such allowance should be made. The shippers stated their case thus—that although Rule No. 3 of the Chamber's Steamer Tonnage Scale said "that Oil be taken on the outside measurement of the "cask," yet no reference was made as to the way in which this measurement was to be taken, or the manner in which the cubical contents of a cask were to be arrived at, that they had shipped oil this year by the steamers "Harold Haarfager," "Standard," "Alabama," "Madras," "Cosmopolitan," and "Australia" (this latter of the Rubattino line), and that, without exception, their method of calculating the freight, that is to say, deducting one-fifth for the bulge, had been passed without question, and this was sufficient to show the custom of the Port. They further drew attention to a work called "The Merchants "and Shipmasters' Ready Calculator" simply to show that the method of calculating adopted by them was the one in all probability followed at other Ports; and they considered that the adoption of a different method in working out the measurement and freight on oil, which would increase the

charge by 20 per cent., would place the article at a disadvantage as regards other merchandise, and considerably curtail its export.

In another case referred to the Chamber, the measurement in the Bills of Lading with the "fifths off," as per Measurement Table, which in this case also accompanied the reference, was objected to by the steamer agents, who were of opinion that the solid contents of the greatest dimension was the correct measurement. The shipper's argument was that such could not be the case, otherwise freight would not rule higher for oil in casks than for cotton bales. When he engaged this freight at £2-15-0, freight for cotton was at the same date £2-2-6, hence 12s. 6d. was added for the "fifths off."

Your Committee, however, having carefully considered the question, were of opinion that, according to the rule of the Chamber, the calculation of the freight should be made on the outside measurement of the cask, without any allowance for the bulge.

RAILWAY CONFERENCE IN CALCUTTA.

The General Railway Conference, referred to in last year's Report, was directed to meet in Calcutta in the beginning of February last, for the discussion of matters connected with Railway business, including such general subjects as the simplification and reduction of fares, and of the tariffs for goods; and enquiries were made whether there were any Railway matters which the Chamber wished to bring to the notice of the Conference, and of which the discussion would, in the opinion of the Chamber, be beneficial. Your Committee considered that a considerable reduction in the G.I.P. Railway Company's goods tariff was necessary, and would in the highest degree be beneficial to the country, and they therefore proposed doing themselves the pleasure of submitting to the Conference a representation on the subject,

which would be forwarded before the Conference assembled. But, on the 19th of January last, a telegram was received from the Government of India intimating that the Conference at Calcutta would be postponed for some months, in consequence, it was understood, of the pressure of the famine traffic upon the Railways. No announcement has since been made as to the probable time when the Conference will assemble.

THE COTTON FRAUDS ACT.

The Bombay Cotton Frauds Bill, 1877, passed the Legislative Council on the 3rd of March. This new Bill was as objectionable on principle, and unnecessary, as the present Act IX. of 1863, and contained provisions which would be found to be equally inoperative, and capable of still greater oppression. New offences were created by it, and novel and dangerous principles of law introduced. Section 19 provided that it should not be necessary in any proceeding for any offence under the Bill to prove an intent to defraud any particular person,—a provision which was certain to lead to great hardship in the districts. Under the existing law the person who actually committed an offence under the Act was punishable only on conviction, and confiscation of the cotton could only take place after the real offender had been convicted of fraudulently dealing with it. But under the new Bill it was not necessary for the Inspector of Cotton, who was authorised to seize and detain any cotton, wherever the same might be, to obtain a conviction against any person of fraudulent intention and the cotton might in the discretion of the Magistrate or Court be confiscated or destroyed. Powers so arbitrary and formidable, vested in the discretion of Inspectors of Cotton in the districts, and in Magistrates or Courts, might, it was obvious, be exercised to the ruin of innocent persons, and become most prejudicial to the cotton trade.

The principle of the new Bill was entirely different from that of the Act of 1863. It created a new class of criminal offence, which was not in itself criminal, and it did not define what the offence was. Section 13, para (a) said that any person who fraudulently or dishonestly adulterated or deteriorated cotton by mixing therewith seed, dirt, stones, or other foreign matter, should be liable to the punishments mentioned; para (b) of the same section that any person who fraudulently or dishonestly mixed cleaned and uncleaned cotton, or cotton of different varieties, or qualities, in one bale, should be liable to punishment; and, in para (d) of the same section, any person who fraudulently or dishonestly increased or attempted to increase the weight of cotton by exposing it to dew was also subject to punishment. All these penal offences were thus made to depend on the words "fraudulently or dishonestly," yet there was no definition in the Bill of what constituted fraudulent or dishonest adulteration, or deterioration, or mixture, or increased weight, their interpretation being apparently left entirely to the discretion of the Inspectors of Cotton and the Magistrates or Courts.

Section 22 of the new Bill authorized the proceeds of special taxation levied under the Bill upon the cotton trade to be applied to the purpose of promoting and improving the cultivation and manufacture of cotton, although expenditure on these objects, even when the funds were supplied by the State, was contrary to the enlightened policy of the Government of India, declared in its Resolution of the 11th November, 1874.

After the passing of the Bill, your Committee convened a Special General Meeting of the Chamber, which the mercantile community of Bombay, European and Native, was invited to attend, to consider the new Bill. The meeting, which was held on the 23rd of March, was numerously at-

tended, and the following Resolutions were passed unanimously :—

1. That this meeting protests against either the continuance of the Bombay Cotton Frauds Act No. IX. of 1863 on the Statute-Book, or the new Bombay Cotton Frauds Bill, 1877, which passed the Legislative Council on the 3rd March, 1877, becoming law, for the following reasons :—

   That the cotton trade of Western India considers that special legislation is useless and unnecessary, the general criminal law already providing sufficient remedies, and there is, therefore, an injustice in burdening the trade with any part of the cost of the establishment maintained for the purposes of the Act.

   That special legislation is indefensible as contrary to the principle that the State shall not interfere to protect experts.

   That the working of the existing law has been harsh and vexatious, and that the new Bill contains provisions which will be found equally inoperative, but capable of still greater oppression ; and

   That if special legislation is persisted in on the ground that it is necessary for the protection of national interests, the expenses of working it should be borne by the State.

2. That, in particular, apart from the unnecessary provisions and the objectionable principles of this special legislation, the new offences created, and the arbitrary powers of confiscation given,

under the Bombay Cotton Frauds Bill, 1877, are certain to lead to extreme hardship, and this meeting, therefore, protests against Sections 6 and 14 of the Bill which empower the Magistrate or Court to confiscate and destroy any adulterated cotton, wherever it may be found; and it further protests against Section 22 of the Bill which authorizes the proceeds of special taxation upon a particular, and already overburdened, trade, to be applied to the purpose of promoting and improving the cultivation and manufacture of cotton.

3. That the Committee of the Chamber of Commerce be requested, on behalf of this meeting, to submit the foregoing Resolutions to His Excellency the Viceroy, and to Her Majesty's Secretary of State for India, with Memorials praying that they will, in exercise of their respective powers, veto and disallow the Bombay Cotton Frauds Bill, 1877, and that a Petition be presented to the House of Commons, and entrusted to the care of Mr. Fawcett, the distinguished member for Hackney, praying for redress of the grievances to which the cotton trade of Western India is, by useless and unnecessary special legislation, subjected.

These Resolutions were accordingly submitted to His Excellency the Viceroy, and to Her Majesty's Secretary of State for India, with Memorials praying that they would, in exercise of their respective powers, veto and disallow the Bombay Cotton Frauds Bill, 1877. Should the prayer of the Memorials not be granted, a Petition will be presented to the House of Commons, and entrusted to the care of the member for Hackney.

When the new Bill was passing through the Legislative

Council, the member in charge of the Bill alleged that Act IX. of 1863, either as it stood or with some modifications on the same principle, was in accordance with the views of the leading mercantile men in Manchester and Liverpool. Your Committee, on the contrary, had reason to believe that the Manchester Chamber of Commerce, and the Incorporated Chamber of Commerce of Liverpool, were opposed to any such legislation, and these Chambers were requested to favour this Chamber with their views in regard to its continuance. And should it turn out that their views were opposed to this special legislation, and that the inferences of the member in charge had therefore been erroneous, your Committee hoped that they would kindly communicate the same to Lord Salisbury for his information when considering the Memorial addressed to him. The thanks of the mercantile community of this Presidency are due to these Chambers for the action which they have taken in this matter. They each addressed a Memorial to Lord Salisbury stating that special legislation with regard to the cotton trade of Bombay was oppressive and unnecessary, and praying that His Lordship would withhold his sanction from the Bombay Cotton Frauds Act, 1877.—(*Appendix* W.)

THE PORT TRUST.

The accounts for the year ending 31st March, 1877, show the expenditure on Revenue Account to have been Rs. 15,86,720-15-3 (which includes Rs. 8,58,299-15-6 for interest payable to Government), and the income Rs. 14,84,437-2-3, leaving a deficit of Rs. 102,283-13-0.

The ascertained deficits on previous Revenue Accounts were as follows:—

From 26th June, 1873, to 31st March, 1874	Rs.	1,64,861	7 3
From 1st April, 1874, to 31st March, 1875	„	91,080	13 6
From 1st April, 1875, to 31st March, 1876	„	36,455	9 0

The Chairman's Administration Report to 31st March,

1876,—also his Budget Estimate of Expenditure and Income on Revenue Account in the year to 31st March, 1878 (in which the deficit for the year is estimated at Rs. 2,19,210), will be found in the appendices to this Report.—(*Appendix* X.)

THE DEFICITS IN THE REVENUES OF THE PORT TRUST.

A General Meeting of the Chamber was held on the 24th of July last to consider, *inter alia*, the growing deficit in the revenues of the Port Trust. At this meeting the following Resolution was passed :—

> "That this Chamber observes with anxiety the rapid "growth of the deficit in the revenues of the "Port Trust. The deficit already amounts to "Rs. 3,94,681, and there is a further estimated de- "ficit of Rs. 2,19,210 for the year ending 31st "March, 1878, making a total to that date of "Rs. 6,13,891; and the uncertainty as to how "Government will dispose of this deficit, is a "source of constant apprehension to the mercantile "community. The Chamber therefore resolves to "urge upon the Government of India the recon- "sideration of the position of the Port Trust, and "to request Government to intimate as soon as "practicable how it proposes to deal with this "steadily growing deficit."

A letter, in accordance with this Resolution, and with the views of the Chamber, was despatched to the Government of India on the 14th of August; but the Chamber has not yet been favoured with any reply.—(*Appendix* Y.)

BANKRUPTCY LAW OR INSOLVENT JURISDICTION IN THE MOFUSSIL.

A communication was received from the Madras Chamber of Commerce in June last enquiring whether there was a

Bankruptcy law or insolvent jurisdiction in the Mofussil districts of the Bombay Presidency, and, if there were not, whether the want of such law or jurisdiction had been so seriously felt as to dispose the Chamber to co-operate with the Madras Chamber in urging the Government to take remedial action in the matter. Your Committee, however, pointed out that there was such a law, and that the same would be found in the Civil Procedure Code; that the provisions of the amended Code, which would come into force on the 1st of October, 1877, agreed in many material points with the Indian Insolvent Act 11 and 12 Vict., cap. XXI., which was in force at the Presidency Towns; and that no complaints as to the inadequacy or hardship of the provisions of the Code had ever been made to the Chamber.

A correspondence on this subject has since taken place between the Madras and Bengal Chambers of Commerce and the Government of India, which will be found in the appendix.—(*Appendix* Z.)

LIGHTHOUSE ON CAPE GUARDAFUI.

It will be remembered that His Excellency Sir Bartle Frere, Her Majesty's Envoy to the Sultan of Zanzibar, in a Despatch to the Foreign Office, dated H. M. Y. "Enchantress," off Brava, 10th January, 1873, represented the great necessity which existed for a light being placed on, or in the neighbourhood of, Cape Guardafui; and, in the correspondence which passed thereon between the Government of Bombay and the Chamber of Commerce, the Chamber believed there could hardly be any difference of opinion among nautical men regarding the expediency of placing a light on that Cape. The coast is of a peculiarly dangerous nature, the weather is generally hazy, and a current is always running along the coast with varied velocity.

Nothing, however, apparently came out of these representations, and, in the meantime, shipping disasters

in that neighbourhood have been almost of yearly occurrence. The intelligence of the loss of the s.s. "Meikong," on the 17th of June, and of the s.s. "Cashmere," on the 5th of July last, induced your Committee again to submit the necessity for such a light, which they did on this occasion to the Elder Brethren of Trinity House, with an expression of the Chamber's earnest hope that as the number of vessels which passed Cape Guardafui was annually increasing, and the probabilities of accident therefore augmented, the Elder Brethren would urge, in the proper quarter, the immediate erection of a Lighthouse, on, or in the neighbourhood of, that Cape. Your Committee forwarded this representation to the Government of Bombay, with a request that His Excellency would favour the Chamber by transmitting it to Trinity House.—(*Appendix* AA.)

LANDING CHARGES OF THE CHAMBER.

Your Committee, having been requested to revise the Landing charges of the Chamber, appointed a Special Committee for that purpose. The Special Committee consisted of Mr. Graham, Chairman, Messrs. Mowat, McHinch, R. B. Sedgwick, S. Solomon, P. Fachiri, C. Macdonald, Parker, Hector, and the Traffic Manager of the Port Trust. The revised rates, which are maximum rates and understood to cover landing, cranage, and delivery on the Bunder, but not bunder fees, will be submitted to the Chamber, at the Annual General Meeting on the 30th instant, for confirmation.

CONTROL EXERCISED BY GOVERNMENT OVER THE EASTERN TELEGRAPH COMPANY, LIMITED.

Complaints were made to the Chamber that messages marked "via Red Sea" were appropriated by the Government Telegraph Department and sent "via Teheran," and it was felt that most of the annoyances to which merchants were exposed about words being rejected, and about figures,

were simply the result of Government Departmental interference with the Company. Your Committee addressed Government on the subject stating that it would conduce very greatly to the public advantage if the Company were permitted to deliver their own telegrams, and to have a separate office, or a separate counter in the Government office, at which they would receive messages direct from the public, without the intervention of the Government Department. If this privilege were conceded to the Company (which was only what they enjoyed in England), they would be in a position to ensure prompt delivery and despatch, and to give more satisfaction to their constituents, with whom they would come in direct contact, by correcting mistakes, avoiding delays, and investigating complaints, and so be enabled to remedy the defects of their system. As, however, the Government of Bombay to whom this letter was addressed had expressed no opinion on the request of the Chamber, the Government of India declined to comply with it. The charges, it was added, were of too general a nature to permit of exact enquiry, but if the Chamber would specifically state in what way the existing procedure of the Telegraph Department was unsatisfactory to the public, an endeavour would be made to meet their wishes so far as was consistent with International Rules and the obligations of the Convention; and, moreover, that if the Chamber would submit any specific complaints of irregular procedure on the part of the Telegraph Department Officers, they would be investigated. A further communication giving specific instances has accordingly been sent to the Government of India.—(*Appendix* BB.)

BILLS OF LADING AND THE RESPONSIBILITY OF THE SHIP FOR THE LANDING OF CARGO.

A correspondence was submitted to the Chamber relative to a change made by a line of steamers in their outward to Bombay Bill of Lading form, giving to the agents of these

steamers the power to land the entire cargoes and give delivery on the lunders, but in which the ship's responsibility between ship and shore was not clearly defined. Your Committee deemed it advisable to take the opinion of Mr. G. F. Rimington on this important question, and, as the Chamber is aware, Mr. Rimington considered that under the new Bill of Lading it was intended that the ship's responsibility should cease when the goods left the ship's tackles, and that the responsibility of the shipowners as common carriers was so limited. The correspondence, and opinion, were circulated among the members of the Chamber, who were generally of opinion that—although the line of steamers had intimated their readiness to admit that when the option clause to land goods was availed of on their behalf, their responsibility continued under the Bill of Lading until the goods were landed—it was desirable that a clause to that effect should be entered in the Bill of Lading, which was always considered as the contract between carriers and shippers.—(*Appendix* CC.)

INCREASED DUTY ON MALWA OPIUM.

A Notification was issued by the Government of India announcing the addition of Rs. 50 per chest to the amount of duty levied on Malwa Opium. A Memorial addressed to the Government of India by Messrs. David Sassoon & Co., E. D. Sassoon, Nursey Kessowjee, and the leading Opium merchants, pointing out the impolicy of increasing the duty, and praying that the notification might be cancelled, was sent to your Committee with a request that the Chamber would support it. The proceedings of a "grand" meeting of the mercantile community of Indore, held on the 3rd of June, in which a Memorial praying for the reconsideration of the notification as tending to jeopardize the Opium trade in Malwa, were also received with a request that the Chamber would co-operate with them by taking such steps as it might

deem proper. And about the same time, a letter was received from the Shanghai General Chamber of Commerce, enclosing a copy of a letter, dated 15th June, 1877, on the Chefoo Convention, addressed by that Chamber to its London Committee, in which the attention of the Bombay Chamber was requested to that portion of the letter which related to the clauses of the Convention which treated of the taxation on Opium, as being of special interest to the merchants of Bombay. The clauses in the letter treating of the taxation of Opium were as follow:—

"The 3rd clause of section 3 in the Convention deals with inland taxation on Opium, and it is necessary that the Committee should point out clearly the serious consequences which the acceptance by the British Government of the concession proposed by this clause would involve.

By the Treaty of Tientsin, Opium is specially excepted from the benefit of the arrangement under which inland taxation on Imports generally may be commuted by a fixed payment. After the Opium leaves the possession of the importer, the Chinese Government in theory are at liberty to tax it to any extent they please. But in practice the power to impose inland duties is limited by the operations of the native smuggler, and the higher the tax, the greater the premium upon evasion.

Clause 3, which is intended to enable the Chinese Government to levy before the Opium is removed from the control of the Customs and *without limit* inland dues as an addition to the tariff import duty, would prevent evasion, and virtually place in a very large measure the control of the Indian Opium revenue in the hands of the Chinese.

This is not a question which concerns the cause of

temperance, but is simply one as to whether the production of Opium in India shall be discouraged by a premium being offered for the growth of the poppy plant in this country over which its cultivation is rapidly extending.

If this clause be agreed to, the Chinese will have it in their power by the imposition of heavy duties to extinguish the Indian trade, and it is for Her Majesty's Government to decide whether they will permit the Tientsin Treaty to be modified in order to promote such a result."

The Shanghai Chamber of Commerce thus confirmed what the Bombay and Indore Opium merchants had stated in their Memorials respecting the rapid increase in the cultivation of the poppy plant in China, but as your Committee were not in possession of the reasons which had induced the Government of India to impose the additional duty, they respectfully requested that Government to favour them with this information. From the reply which was received the proposal of the Government of India appeared to your Committee to be reasonable: the additional duty was imposed in order to the greater reduction of the inequality of the Indian taxation which Malwa and Bengal Opium now bear on entering the foreign markets where they more or less directly come into competition.—(*Appendix* DD.)

SAMPLES OF WHEAT GROWN IN KATTYWAR.

The Assistant Political Agent of Kattywar sent to the Chamber, on the 29th of June last, four samples of wheat grown in that province. Of these samples, Nos. 1 and 4 were raised without irrigation, Nos. 2 and 3 were grown in fields irrigated from wells or streams. Owing to the extra cost of cultivation, the amount raised of the latter class (*i.e.*, Nos. 2 and 3) was comparatively limited, though, if there were a demand and a good market, a great many more

fields would be sown. Wheat of the first class (*i.e.*, Nos. 1 and 4) was now grown in large quantities on the western shore of the Gulf of Cambay, on land known by the name of the "Bhál," extending from near Dholka to Bhownuggur. It is sown in October or November, and ripens about April or May. The land being low and thoroughly saturated by the rains requires no irrigation, so that the wheat is raised as cheaply as ordinary monsoon crops. Only a portion of the Bhál is put under wheat, so that if there were an export trade established, the supply would be enormously increased. The district is conveniently situated, the Ports of Dhollera and Bhownuggur being in the neighbourhood.

Your Committee, in acknowledging the receipt of these samples, informed the Assistant Political Agent that they were all very similar to the Jubbulpore description called Lascari (of which a sample had been sent to him), which being hard red was exported only to Marseilles, and Italy, where it was used in making Maccaroni; but the Jubbulpore wheat had, he would observe, a much brighter colour.

Samples Nos. 1, 2, and 4, appeared all to be about the same quality, and were worth then (17th July 1877), at this Port, about Rs. 32 per candy of 756 lbs.

Sample 3 was of the same description as the others, but somewhat inferior, having an admixture of "pota," or spoilt, soft, grain: it was then worth about Rs. 31 per candy.

Portions of the samples were sent to Marseilles, with the view of ascertaining the value of the wheat in that market, and of having the samples reported on.

Your Committee recommended that the greatest care should be taken in selecting the seed, particularly in excluding all soft grains, of which sample No. 3 contained a large quantity; and they suggested for consideration whether it would not be better to sow the softer kinds of Jubbulpore which were suited for the English and Belgian markets, as well as for

the markets of France and Italy, for which latter only hard red wheat, such as the samples he had sent, was suitable.

The Assistant Political Agent subsequently reported that the principal States of the Jhálawár Pránt were anxious to make experiments with the Jubbulpore grain, and, in accordance with his request, certain quantities of White Pissie, Red Pissie, and Lascari, cleaned and bagged, were despatched to him.

SUGGESTED IMPROVEMENTS IN THE QUALITY OF INDIAN WHEAT.

In March last, the Government of India forwarded to the Chamber certain papers from H. M.'s Secretary of State in regard to the improved cultivation and quality of Indian wheat, together with its Resolution on the subject dated the 14th March, 1877, in which reference was made to the expediency of using blowing, winnowing, and screening machines.

In that Resolution, it was stated that the Secretary of state for India desired that a paper might be prepared, bringing together all the facts procurable regarding wheat cultivation in India. Such a paper would, your Committee considered, be most interesting and useful, and they respectfully requested that the Chamber should be supplied with copies of it as soon as it was ready.

With regard to the suggestion that merchants would perhaps find it to their advantage to clean their consignments of grain before shipping them, your Committee pointed out that this had generally always been done by merchants at this Port. Exporters used for this purpose the best machines obtainable from England, and large quantities of dhall, gram, barley, and other substances, were thereby removed; but with the ordinary qualities of Bombay wheat it was absolutely impossible,

even with the best machines at present known, to separate all inferior grains. The admixture resulted, as Government had pointed out, from the habit of the cultivators of sowing inferior grains with their wheat in the same field, and the Chamber observed, with much satisfaction, the efforts of Government to pursuade the cultivators, both in sowing and in reaping, to keep these grains apart from the wheat.

The Chamber also earnestly hoped that the Government of India would take the first opportunity of pressing on the G. I. P. Railway Company a reduction of rates for the carriage of grain, for such a reduction while increasing the Railway traffic would confer the greatest benefit on all concerned.—(*Appendix* EE.)

RULES RELATING TO THE INSPECTION AND GRADING OF GRAIN IN THE UNITED STATES.

Certain papers on this subject, which had come from the Secretary of State, were forwarded by the Government of India to the Chamber, with a request that the Chamber would consider whether any similar system could be adopted in this country, and, if so, that it would suggest in what way Government could assist, by legislation or otherwise, in introducing and carrying into effect an efficient system. Your Committee observed, in reply, that the system of inspection referred to seemed to be one organized by arrangement between the various bodies of grain merchants and the Railway Companies, and did not imply any Government interference of any kind; that the system had nothing whatever to do with the improvement of the quality of grain, but had evidently been introduced for the sole purpose of securing rapidity in dealing with the enormous masses of grain produce in the United States—where, the Committee believed, grain was always dealt with in bulk,—and of preventing the trouble and inconvenience of dealing with

and identifying individual lots. Perhaps some years hence, when the Indian grain trade was more developed, a system of the same kind might be found convenient and desirable in India; but, in the opinion of the Chamber, the time for it had not yet come.—(*Appendix* FF.)

BLOCK OF TRAFFIC ON THE NORTH-EASTERN EXTENSION OF THE G. I. P. RAILWAY IN MAY LAST.

A Memorial, dated 24th April, 1877, was addressed to the Chamber by merchants trading in wheat and other produce complaining of the complete block of traffic on this line, and urging the necessity of immediate steps being taken to remove the difficulty. Your Committee, in forwarding this Memorial to the Railway Company, drew their attention to the certainty that the loss and inconvenience would be greatly intensified if the vast quantities of wheat, seeds, and other produce, then lying, and which had been lying for months, at and near the stations between Bhosawul and Jubbulpore, and along the Nagpore Branch, were overtaken by the S. W. Monsoon; that the exposure of the produce to rain would result in great damage to it, and in ruinous losses to the merchants interested; and that every effort should be made, and extreme measures, if necessary, resorted to, in order to relieve the trade. The G. I. P. Railway Company were to a large extent prevented from moving away the traffic from the stations on their own line, by the immense quantity of through traffic from the East Indian Railway, for which they had to find engine-power at once to bring the loaded E. I. Railway wagons to Bombay, and to return them within a specified time; and this through traffic, your Committee recommended, should be stopped until the G. I. P. Railway Company had cleared their own line, and given relief to the merchants at their own

stations, many of whom were likely to be ruined by the lock-up in produce for so many months. The G. I. P. Railway Company replied that arrangements had been made to restrict the through traffic from the E. I. Railway; that they therefore hoped to be able to move a large quantity of the class of traffic more particularly referred to by the Chamber; and that the Chamber might rest assured that the Railway Company would do all that was in their power to carry as much produce as possible to Bombay before the rains.—(*Appendix* GG.)

ADDITIONAL ROLLING-STOCK FOR THE G. I. P. RAILWAY.

Your Committee received, with great satisfaction, the Resolution of Government, in the Public Works Department, No. 1541, dated 14th September, 1877, stating that, although the Government of India had determined not to sanction for the present the addition of more goods engines to the G. I. P. Railway Company's stock, yet with a view to meet the probable large demand for additional engines for working the traffic during the approaching busy season, they had arranged, through the Secretary of State, for obtaining from England, with the least possible delay, 120 goods engines (State Railway type), of which 20 had to be allotted to Madras, leaving 100 engines available for hire to the G. I. P. Railway Company, should that number be found to be required, but not necessarily for exclusive use on that line. It was also estimated that the completion of the Dhond and Munmar Railway would virtually add 30 more engines to the existing haulage power of the G. I. P. Railway in respect to famine traffic, and every exertion was being made by Government to obtain the permanent way material required, and to carry the line through early in 1878.—(*Appendix* HH.)

APPOINTMENT OF A SYNDICATE TO REGISTER APPLICATIONS FOR WAGONS TO CONVEY FOOD-GRAIN TO THE FAMINE DISTRICTS.

In the beginning of September last, when, in consequence of the instructions of Government to the G. I. P. Railway Company, large quantities of grain were booked from Bombay to Hydrabad and Raichore, a letter was received from Government stating that complaints had been made of the manner in which applications for wagons were registered, and that Government had resolved to appoint a Syndicate in Bombay to register such applications,—to consist of an officer of the Railway Department as ex-officio President, a representative of the Traffic Department of the G. I. P. Railway Company, and three representatives of the mercantile community interested in the export of grain by rail,—and enquiring if the Chamber would desire to nominate one of the latter. Your Committee replied that the Chamber desired to be represented on the proposed Syndicate, and, in order that the services of the Chamber's representative might be always available, suggested that "a member of the Committee of the Chamber of Commerce" should be appointed to represent the Chamber, which was accordingly done. With a modification, however, of the orders of Government to the Railway Company, the demand for wagons at Bombay soon fell off, and the Syndicate appears never to have assembled. —(*Appendix* I I.)

MEASURES OF GOVERNMENT FOR SUPPLYING THE FAMINE DISTRICTS WITH GRAIN—MONOPOLY OF THE G. I. P. RAILWAY BY GOVERNMENT FOR THE FAMINE, AND INTERFERENCE OF GOVERNMENT WITH THE WORKING OF THE RAILWAY TRAFFIC.

In the beginning of September, a very serious interruption to the export trade of Bombay was caused by orders of a

very stringent character having been issued by Government to the G. I. P. Railway Company to carry a greatly increased famine traffic to Poona, Shahabad, and Raichore. These orders had been rendered all the more stringent and crippling to the general carrying capacity of the line in consequence of Government insisting on the Railway Company making up a deficiency in the quantity of grain which they had previously agreed to carry. A certain fixed quantity of grain, which it was beyond the power of the Railway to distribute, was ordered to be carried daily, and the particular routes to be followed were indicated. The policy of Government in thus ordering arbitrary quantities of food-grain to be carried to the famine districts by railway, and in interfering with the working of the line was productive of great injury to the export trade, and of grievous, and apparently unnecessary, hardship to individual merchants. Your Committee on the 4th of September therefore submitted a remonstrance to Government, and they trusted that His Excellency the Governor in Council would find it possible by relaxing the recent orders issued to the Railway Company to give immediate relief to the trade, pointing out at the same time the necessity of an entire and immediate suspension of all through traffic from the E. I., and the S. P. and D. Railways, which took up much of the engine power of the G. I. P. Railway, until the accumulation of grain in the Central Provinces was cleared.

His Excellency the Governor in Council, in reply, regretted the partial interruption of the general traffic on the line which was caused by the necessity of giving preference to the grain traffic towards the distressed districts. He deplored, he said, the injury to trade but could not help it. The amounts of grain which were to be carried by rail to the distressed districts, *provided that the merchants booked*, and for the sake of which the preference was to be given to famine traffic over general traffic, depended on imperial con-

siderations, and had been determined by the Governor in Council in concert with the Government of India. The Governor in Council was aware of the importance which the Government of India justly attached to the matter for the safety of life and for the sake of humanity, and could not venture to hope that any relaxation would be allowed, unless, indeed, the season should take a turn more propitious than anything which could be anticipated. Accordingly at least (2,000) two thousand tons of grain daily were to be carried over the Bhore Ghaut for the Deccan (including Bombay Deccan and Hyderabad Deccan) and Southern India together; and it had been arranged that in order to supply that quantity 100 wagons laden with grain from Northern India for the distressed districts (at the average of 8 tons per wagon, say 800 tons) were to be hauled away from Jubbulpore daily, provided that the merchants booked; the balance being obtained from the Central Provinces and Bombay, in such proportions as to maintain, as far as possible, regular deliveries to the Poona, Hyderabad, and Madras districts to the extent estimated to be required by each—so long as the merchants continued to book. The distribution of the 2,000 tons daily between the different parts of the Deccan and Southern India must of course depend on the consignments which the merchants made. Whether the present daily number of wagons would continue to come from Northern India depended, he said, on the proceedings of the merchants.

Your Committee in reply concurred with His Excellency the Governor in Council in the necessity, in the present deplorable circumstances, of giving preference to the grain traffic over the general traffic of the G. I. P. Railway. If, however, the interference of Government with the traffic arrangements of the Railway were confined to the issuing of orders to give the grain traffic the preference, leaving the working of it to the Railway Company, some portion of

the rolling-stock which, by the present plan, could not be utilized for the famine traffic would, the Chamber believed, be available for general trade, and at the same time the supplies of grain to the famine districts would not be diminished. It was, however, only on account of the deficiency of transport power and the impossibility of meeting all traffic, that the Chamber admitted the necessity in the present emergency of giving a preference to the grain traffic, but it felt sure that the object arrived at would be fully attained by merely giving this preference over other traffic without fixing quantities to be carried or indicating any particular route to be followed. The Chamber believed that grain under the ordinary trade influences would find its way to those places where it was most required—and, moreover, that these natural influences must, if left to themselves, lead to all available transport power being fully availed of—or if it were not so, that this very fact would of itself be proof that the necessity was less urgent than it was supposed to be.

On the 5th of October, your Committee telegraphed to Colonel Hancock, R.E., of the Public Works Department, requesting him to represent urgently to His Excellency the Governor that the markets in the famine districts being amply supplied, and prices daily declining and lower than in Bombay, all reason for preference to famine traffic had ceased. His Excellency in reply withdrew the instructions given to the G. I. P. Railway in respect to preference to be given for grain consigned to stations in the Bombay Deccan to the extent of 800 tons daily; but that preference was still to be given to grain consigned to the Nizam's State Railway to the extent of 300 tons, and to Raichore and stations beyond to the extent of 900 tons daily, pending receipt of instructions from the Government of India.—(*Appendix* JJ.)

PROGRESS OF THE PRINCE'S DOCK.

The following outline of the progress which has been made in this important work has been courteously supplied to the Chamber by Mr. George Ormiston, the Resident Engineer of the Bombay Port Trust:—

Since the foundation-stone of the Dock was laid in November 1875, the progress has been rapid.

Out of a total length of 6,019 L. ft. of walling in the Dock, 4,372 L. ft. have been completed to wharf level, and the remainder to within 3 feet of the same level.

The harbour and entrance walls extending to 2,858 L. ft. are as follows:—

Completed to wharf level.....	474	L. ft.
„ 3 ft. under do.	368	„
„ from 12 to 22 ft. under do. ..	421	„
Trenches in progress.....	200	„

leaving 1,395 L. ft. to be begun.

The foundations of a 100 ton crane have been put in.

The foundations for the entrance works have been completed. The masonry will shortly be begun.

Provision for an entrance to an extension of the Dock or for an entrance to a Graving Dock has been made in the south Dock wall.

Since the beginning of the excavation contract, 6,203,600 cubic feet have been taken out and deposited at Mody Bay.

The average daily number of people on the works during the year has been 3,764.

The Dredger commenced work in the end of November last, and till the end of September had lifted and deposited 414,300 tons.

All the cranes, capstans, gates, &c., are to be worked by hydraulic power, and a contract has been entered into with Sir William Armstrong & Co. for these appliances.

The Dock will probably be opened for traffic by April 1879.

THE P. & O. COMPANY'S MAIL CONTRACT.

The contract entered into by Her Majesty's Government with the Peninsular and Oriental Company for the conveyance of the East India, China, and Japan Mails, expires on the 1st of February, 1880, if 24 calendar months' notice is given by either party. The terms of any new contract for the East India Mails, that is to say, for the conveyance of the Mails between Brindisi and Bombay, are of infinitely greater importance to this country than the arrangements for the China and Japan Mails, and the terms which India is entitled to demand in the new contract for the East India Mails have been considered by your Committee. Your Committee have decided to urge upon H. M.'s. Postmaster General (1) that the stipulated rate of speed at which the Mail steamers shall be run between Brindisi and Alexandria shall be not less than 15 knots an hour, and between Suez and Bombay 13 knots an hour, and that the Mails shall be carried overland through Egypt; (2) that everything in the new Contract shall be subsidiary and subordinate to the Mail service between Brindisi and Bombay, which shall be a special service, separate and apart from any other Mail service in the East; (3) that tenders be invited for this special service apart from any other Mail service in the East, so that India may reap the advantages of a fair competition; and (4) that no contract for this special service shall be made for a longer period than five years, so that the country may not be deprived for great lengths of time as hitherto of the benefits resulting from the constant improvements which are being made in steam navigation.

REMISSIONS AND REDUCTIONS OF CUSTOMS DUTIES.

Numerous changes having been made in these duties since the Indian Tariff Act, 1875, was passed, it has been

felt that it would be a convenience to merchants to have these changes summarized and recorded in the Annual Report of the Chamber. Accordingly, a summary of all the changes which have been made by the Government of India in the tariff, from the passing of the Indian Tariff Act 1875 to this date, will be found in the appendix, and the record will continue to be brought down yearly in the future Reports of the Chamber.—(*Appendix* KK.)

CHARTS AND NOTICES OF THE MARINE SURVEY DEPARTMENT.

The Chamber is indebted to the courtesy of Commander A. Dundas Taylor, late I.N., Superintendent of Marine Surveys to the Government of India, for a supply regularly of copies of the very valuable charts constructed by him. These charts, and the notices issued by the Marine Survey Department, are filed in the offices of the Chamber, where they are always open to the inspection of members.

MISCELLANEOUS.

Numerous references have been made to your Committee during the past year, on points connected with the mercantile and shipping interests of the Port, which were considered and disposed of in the usual manner.

The balance at the credit of the Chamber on the 18th of October was Rs. 25,363-8-1, to which should be added the amount due for subscriptions and publications in September, viz., Rs. 1,719, making the balance in hand Rs. 27,082-8-1. The Chamber's balance has been raised to this figure by the transfer to it from the Measurement Fee Account of the amount at the credit of that account on 30th September, 1876, namely, Rs. 16,435-13-1. If this sum had not been so transferred, the balance of the General Account would have been Rs. 10,646-11-0, against Rs. 11,622-10-8, at 30th September, 1876. The falling off of Rs. 975-15-8 is accounted for by the generally increased work of the Chamber.—(*Appendix* A.)

The Measurement Fee Account shows a debit balance of Rs. 3,408-7-10 for the year ending 30th September last, and the loss in the previous year was Rs. 2,644-6-4 : the loss in both years being accounted for by the large falling off in the exports of cotton. The loss will be transferred to the debit of the Chamber's General Account. If the reduced exports continue, it will be necessary to raise the Measurement Fee. The fee was reduced from ½ anna to 4 pies per bale on the 5th of October, 1871, and from 4 pies to 3 pies per bale on the 9th October, 1872. The following Table shows the financial position (excluding interest, &c.) of the Measurement Scheme in the last 4 years :—

Year ending	No. of Bales Measured.	Receipts.	Expenditure.	Surplus Receipts.	Excess of Expenditure.
		Rs.	Rs.	Rs.	Rs.
30th June 1874	1,366,453	21,162	16,844	4,318	...
30th June 1875	1,493,827	23,341	20,807	2,534	...
30th June 1876	1,194,298	18,660	22,947	...	4,287
30th June 1877	1,167,189	18,837	21,613	...	2,776

On the 1st of February last, your Committee raised the measurement fees for miscellaneous packages, that is to say, for bales, cases, packages, &c., other than bales of cotton, wool, hemp, coir, piece-goods, or yarn, from ¼ to ½ anna per package. Of these miscellaneous packages, 56,166 were measured after the fee was raised, yielding altogether Rs. 1,755-3-0, the half of which was a small set-off against the loss caused by the diminished exports.—(*Appendix* A.)

Your Committee have only now to tender their thanks to the members of the Chamber for their ready attention to all matters on which they have had occasion to consult them; and to express their acknowledgments to His Excellency the Governor-General of India in Council, and to His Excellency the Governor of Bombay in Council, for the courtesy and attention with which their representations have on all occasions been received.

Chamber of Commerce, Bombay,
19th October, 1877.

APPENDIX A.

FUNDS OF THE BOMBAY CHAMBER OF COMMERCE FOR 1876-77.

FOR THE YEAR ENDING 30TH SEPTEMBER, 1877.

DISBURSEMENTS.			Amount. Rs.	A.	P.	RECEIPTS.	Amount. Rs.	A.	P.
Rent			1,680	0	0	Balance at the Credit of the Chamber as shown in last Year's Account	10,072	10	8
Printing			2,403	14	3	Subscriptions and Publications	*19,753	8	0
Advertisements			172	1	5	Realized by Sales of Daily and Weekly Trade Returns and Manifests	1,425	0	0
Newspapers and Books			622	11	6	Do. on Cotton Measurement Fee Account for Head Office Charges in connection with the Measurement Scheme	2,300	0	0
Office Salaries, Telegrams, and Petty Charges, &c.			8,868	3	7	Do. on Millowners' Association's contribution to Statistical Department from February to August 1877 inclusive	700	0	0
Stationery			134	8	0	Do. Miscellaneous Receipts for Stamping Callipers, &c.	2	8	0
Cotton Samples from Liverpool Cotton Brokers' Association.			90	5	1	Do. Interest on Fixed Deposit Rs. 10,000 for one year, received 7th March 1877	500	0	0
Postage and Receipt Stamps			221	11	6				
Daily and Weekly Trade Returns, Manifests and other Statistics, Salaries, Stationery, Furniture and Petty Charges	Rs. 5,393 3 0								
Printing	Rs. 7,322 8 0								
Deduct proportion of cost of Printing Daily Trade Return charged to Measurement Scheme	„ 1,082 2 8	„ 6,240 5 4							
			11,632	8	4				
Balance			8,927	11	0				
Total	Rs.		34,753	10	8	Total	Rs. 34,753	10	8

By Balance brought down ..... Rs. 8,927 11 0

„ Amount at the Credit of the Measurement Fee Account on 30th September 1876 transferred to the General Account of the Chamber ..... „ 16,435 13 1

Balance of General Account ..... Rs. 25,363 8 1

* Not including Subscriptions and Publications for September which amounted to Rs. 1,719.

NOTE.—Rs. 13,000 lodged with the Mercantile Bank and Rs. 7,000 with the National Bank on Fixed Deposits for one year bearing interest at 5 per cent.

MEASUREMENT FEE ACCOUNT FOR 1876-77.

For the year ending 30th September, 1877.

To Disbursements, Salaries, Stamps, and Printing, from 1st October 1876 to 31st August 1877			20,462	6	4	By Receipts from Fees		18,259	15	6
„ Establishment for September paid 3rd October			2,031	1	0	„ Interest on Fixed Deposit Rs. 16,000 for one year received 27th October, 1876		800	0	0
						„ Monthly Deposit on account of guarantee of a second-class passage to England to Mr. Richard Johnstone		25	0	0
						„ Balance being loss		3,408	7	10
Total	Rs.		22,493	7	4	Total	Rs.	22,493	7	4

APPENDIX B.

THE WESTERN RAJPOOTANA RAILWAY.

No. 1358 OF 1876.

PUBLIC WORKS DEPARTMENT (RAILWAY.)

BOMBAY CASTLE, 31*st October* 1876.

To the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed by His Excellency the Governor in Council to forward, for the information of the Chamber, the papers marginally noted, on the subject of the Eastern and Western Rajpootana Railway projects.—I have, &c.,

Letter from the Bombay Government, No. 979, dated 14th August 1876.
Letter from the Government of India, No. 2774, dated 13th October 1876, and its accompanying despatch from the Secretary of State, No. 42, dated 27th April 1876.

H. F. HANCOCK, Lieut.-Col., R. E.,
Under Secretary to Govt.

No. 979 OF 1876.

P. W. DEPARTMENT, (RAILWAY.)

BOMBAY CASTLE, 14*th August* 1876.

From the SECRETARY to the GOVERNMENT of BOMBAY, to the SECRETARY to the GOVERNMENT of INDIA.

SIR,—In continuation of previous correspondence ending with your letter No. 2458 R., dated 2nd October 1875, on the subject of the extension of the existing line of Railway between Bombay and Ahmedabad to Ajmere, I am directed to enquire whether any conclusion has yet been arrived at by the Government of India, 1st, as to the early construction of the line, 2nd, as to the gauge to be adopted when it is constructed, 3rd, as to the agency that should be employed for carrying out the work.

2. It is needless to recapitulate the arguments that have been used by this Government in favour of the early construction of this line. It has, on more than one occasion, been earnestly brought to the notice of the Government of India by this Government—that they concur in the views adopted by the Chamber of Commerce of Bombay, and by the Mercantile community of this part of India, generally—that no public work is more urgently needed for developing the trade of this Presidency, and increasing its prosperity, than a line of railway which will practically shorten the distance between the Port of Bombay and the plains of Upper India by the existing Railway route *via* Allahabad by about 300 miles, and which

will, at the same time, provide an easier and more level line by the avoidance of the great natural barrier of the Western Ghauts.

3. Although this Government have as yet received no intimation to that effect, they have some reason for supposing that the question of the immediate commencement of the Railway has recently been under the consideration of Her Majesty's Secretary of State, and has been before the Government of India; and I am directed to say that, if they are correct in this supposition, this Government would be glad to be informed, as soon as it may be convenient to the Government of India, of the state in which the question now is.

4. As regards the question of gauge, I am to repeat that this Government trust it may be arranged that the broad gauge shall be continued, at least as far as Palunpore, or some point in the neighbourhood of that place, which, at a future period, is likely to be the point of junction with the Indus Valley line. This Government urge this on grounds which have been previously stated, and which are briefly, that the Indus Valley Railway being a great military and strategical line which may probably, at some future date, be of the utmost Imperial importance, it would be well to avoid the errors of interpolating between the Indus Valley line, and the terminal portion of the connecting line between Ahmedabad and Bombay, a section of narrow line which would involve the great inconvenience of a double break of gauge, and of subjecting the traffic of the fertile and populous districts which lie north of Ahmedabad to a break of gauge at Ahmedabad, for the sake of an insignificant saving in the first construction of the line.

5. As regards agency, this Government have previously stated their opinion that it would be better to leave any part of the extension, which it may be determined to carry out on the broad gauge, to be constructed by the Bombay Baroda and Central India Railway Company, who have shown their capability of working very cheaply.

6. In conclusion, I am directed to forward a copy of a communication lately received from the Agent of the Bombay Baroda and Central India Railway Company on the subject of this extension.—I have, &c.,

M. K. KENNEDY, Major-General, R. E.,
Secretary to Government.

No. 2774 R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

(RAILWAY.)

SIMLA, 13*th October* 1876.

To the SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—I am directed to acknowledge the receipt of your letter No. 979, dated 14th August 1876, enquiring whether any conclusion has yet been arrived at by the Government of India, 1st, as to the

early construction of the Western Rajpootana State Railway, 2nd, as to the gauge to be adopted, and 3rd, as to the Agency that should be employed for carrying out the work.

2. In reply, I am directed to forward copy of a Despatch from the Secretary of S ate, No. 42, Railway, dated 27th April 1876, sanctioning the construction of this Railway, and to add that the consideration of the several points raised by the Government of Bombay has been anticipated by the Government of India, and orders on maturity will be issued, and in due course communicated to the Government of Bombay.—I have, &c.,

H. DRUMMOND, Colonel, R.E.,
Deputy Secretary.

RAILWAY, No. 42.

INDIA OFFICE, LONDON, *27th April* 1876.

To His Excellency the Right Honourable the GOVERNOR-GENERAL of INDIA IN COUNCIL.

MY LORD,—Para. 1. I have had before me in Council your Government's letter No. 30, of 3rd February last, on the subject of the Western and Eastern Rajpootana Railway projects, whereof the former provides for the construction, at a cost of Rs. 1,84,06,261 of a line, 298 miles in length, from Ahmedabad through Pahlanpore to Ajmere, and the latter for the connection, at a cost of Rs. 82,48,660, of Neemuch with Nusseerabad, and consequently with Ajmere, by a line 133 miles long, which would be at the same time an extension northward of the Holkar Railway.

2. Your Government have transmitted to me detailed estimates for both projects, and in the letter under acknowledgment, sanction to both is requested, with a view, apparently, to the commencement of active operations towards the close of the current year, and although in a subsequent communication you intimate that your recent recommendations in regard to Public Works Extraordinary may require to be modified with reference to the decreasing value of silver, that consideration need not prevent a provisional decision from being at once arrived at respecting the two schemes immediately under notice.

3. The papers on the subject, which have been transmitted to me from time to time, have satisfied me that both the Western and Eastern Rajpootana lines, and the former more especially, will be of very great public utility, and I accordingly sanction the construction of both, leaving it to your Excellency to determine how soon it may be expedient to give practical effect to this authorization.

4. Although, however, recognizing the claims of both lines, I consider that the Western is decidedly the more important of the two. This will pass through a better country, and indeed, during eighty miles of its course towards its southern end, through a country which has been described to me as exceptionally rich and populous; it will complete a second line from Bombay to the north-west, passing within a short distance of the military station at Deesa and of the sanitarium at Mount Abu, and, irrespectively of its own local traffic, it will materially increase the traffic on the

Bombay and Baroda Railway. It is a work, too, for which the commercial community of Bombay have for several years shown themselves particularly anxious. On all these accounts, I am of opinion that, unless both lines can be undertaken simultaneously, and if one must be postponed to the other, the Western Rajpootana Railway should take precedence in point of time.—I have, &c.,

SALISBURY.

No. 651 OF 1877.

P. W. DEPARTMENT, (RAILWAY.)

BOMBAY CASTLE, 23*rd April* 1877.

Letter from the Government of India, No. 916 R., dated 26th March 1877 :—

I am directed to acknowledge the receipt of your letter No. 1331, dated the 26th October 1876, forwarding, for information, copy of a paper drawn up by Mr. E. B. Carroll, Locomotive Superintendent, Bombay Baroda and Central India Railway, relative to broad gauge *versus* narrow gauge for Indian Railways, and expressing the hope of the Bombay Government that, for commercial as well as for important strategical reasons, the opinion so often expressed by that Government, *viz.*, that the Western Rajpootana State Railway, should, if not wholly, at least in part, be constructed on the broad gauge, may not be overlooked by the Government of India.

2. The project sanctioned by Her Majesty's Government in Secretary of State's Railway Despatch No. 42, of 27th April 1876, copy of which was sent to the Government of Bombay under Public Works Department No. 2774 R., of the 13th October 1876, is for a railway on the metre gauge between Ahmedabad and Ajmere, and a preliminary advertisement notifying the probable intention of the Government of India to call for tenders for its construction, later in the year, has recently been issued.

3. The Government of Bombay has again expressed the desire that the whole line should be made on the broad gauge, and failing a decision to this effect, that at least the section between Ahmedabad and Pahlanpur, the probable point of junction with a future line towards the Indus Valley, should be so made. This desire will not be overlooked by the Government of India, and a further communication will be made to the Government of Bombay on the subject.

RESOLUTION.—To be communicated to the Chamber of Commerce and the Consulting Engineer for Railways for information.

H. F. HANCOCK, Lieut.-Colonel, R.E.,
Under Secretary to Government.

No. 214 OF 1876.

BOMBAY CHAMBER OF COMMERCE, 21*st, Nov.* 1876.

The Hon. Col. SIR ANDREW CLARKE, R.E., K.C.M., G.C.B.

SIR,—We are desired, on behalf of the Bombay Chamber of Commerce, to avail ourselves of the opportunity which

your visit to Bombay presents, to address you on the subject of the extension of the line of railway from Ahmedabad to Ajmere.

The Chamber was much gratified to learn of H. M.'s Secretary of State for India having on the 27th April last sanctioned the construction of this railway. The project had been long and earnestly advocated by the mercantile community, as a work which would be certain to confer the greatest benefit on the people and commerce of Western India. And as the project has at last been sanctioned the Chamber desires to express the hope that the work will be commenced as soon as practicable, and vigorously prosecuted to an early completion.

The Government of Bombay in their letter to the Government of India No. 979, of the 14th August last, enquiring if any conclusion had been arrived at as to the early construction of the line, &c., suggested with reference to the gauge to be adopted, that it might be arranged that for the reasons mentioned, the broad gauge should be continued at least as far as Palunpore, or some point in the neighbourhood of that place which, at a future period, was likely to be the point of junction with the Indus Valley line. In reply to that letter, the Government of India forwarded the Secretary of State's Despatch sanctioning the construction of the railway, adding that the consideration of the several points raised by the Government of Bombay had been anticipated by the Government of India, and that orders on maturity would be issued, and in due course communicated to them.

While the question of the gauge appears yet to be undecided, the Chamber desires to lay before you the views which it has always held with regard to the gauge which should be adopted on this line. In its memorial to the Government of India, dated 6th October 1874, the Chamber submitted that it was very greatly to be regretted that the line from Ahmedabad to Delhi, had not been projected throughout on the standard 5′ 6″ gauge for the very slight economy effected in making the railway from Agra and Delhi to Ajmere on the metre gauge was in no way commensurate with the military and mercantile advantages which would have accrued from an uniform gauge from Bombay to the North of India, and it urged the great importance of the whole of the extension from Ahmedabad to Ajmere being made on the standard gauge, by which the inconvenience of a break of gauge would, as far as possible,

be averted. Since the date of that memorial, experience has been acquired of the results of the construction and working of narrow gauge railways in India, and these results show conclusively that, whilst the saving in the cost of construction of these railways, compared with those on the broad gauge, is insignificant, the cost of working them is very much greater. In an able memorandum on the subject by Mr. E. B. Carroll, it is shown that the cost of carrying a ton of goods a mile on the Madras, Great Southern, G. I. P., B. B. and C. I., East India, Eastern Bengal, Punjaub and Delhi, and Scind Railways in the half year ending June 1874 was 6·07 pies, and in the half year ending December 1873, 6·78 pies; while the cost of carrying a ton of goods a mile on the Rajpootana State Railway from Delhi and Agra to Ajmere in the half year ending December 1873 was 8·83 pies. It should also be remembered that the capacity of the narrow gauge for moving troops and materials in time of war has been pronounced inadequate for the purpose, and it is therefore of great importance that the broad gauge should be adhered to as far as practicable on a main line which will shorten the distance from Bombay to Upper India by 300 miles. The carrying capacity of the broad gauge, moreover, being about four times greater than that of the narrow gauge, the large traffic which is likely to pass over the Western Rajpootana line will, if the broad gauge is adopted, keep the cost of working low.

The one advantage, then, which the narrow gauge possesses over the broad gauge is the small saving in the cost of constructing the line. The cost of carrying goods, on the other hand, over the narrow gauge is fully 30 per cent. per ton per mile greater than it is on the broad gauge, and in addition to this the goods traffic will be subjected to transhipments, each transhipment being attended with expense, delay, and risks of injury and loss of goods.

We are therefore directed to express the hope that the whole of the extension from Ahmedabad to Ajmere will be constructed on the standard 5′ 6″ gauge, so that the inconveniences above set forth will be removed to the furthest possible point from Bombay, and the interruption limited to the line from Agra and Delhi to Ajmere. But the Chamber is, above all things, most anxious that the work should be commenced immediately, and it desires respectfully to press the great urgency of it upon you, and, in the public

interests, to request that you will exert your powerful influence to arrange that it may be proceeded with without any delay, leaving the question of the gauge, if necessary to be decided afterwards.—We have the honour to be, &c.'

For the Bombay Chamber of Commerce.

G. F. HENRY, Chairman,
J. GORDON, Secretary.

GOVERNMENT HOUSE,
BOMBAY, 23*rd November* 1876.

Captain GEORGE F. HENRY, Chairman of the Chamber of Commerce.

SIR,—In reply to your letter of the 21st instant, representing on behalf of the Bombay Chamber of Commerce the urgency of the early completion of the projected line of Railway from Ahmedabad to Ajmere, I have the honour to inform you that the Government of India, fully recognising the probable importance and value of this line, trusts to be able to arrange for commencing its construction in the next financial year.—I have, &c.,

ANDREW CLARKE.

THE RAJPOOTANA RAILWAY.

DEPUTATION TO THE GOVERNOR.

A DEPUTATION from the Bombay Chamber of Commerce waited on Sir Richard Temple, K.C.S.I., at Government House, Malabar Point, on Saturday morning (May 26, 1877), with the object of inducing His Excellency to urge upon the Government of India the desirability of constructing the portion of the new Rajpootana Railway from Ahmedabad to Ajmere on the broad rather than on the narrow gauge. The deputation consisted of:—Mr. Walter Lang, Finlay, Scott and Co; Mr. M Mowat, Ritchie, Steuart and Co; Mr. J. A. Bryce, Wallace and Co; Mr. Bickerdike, Knoop and Co; Mr. C. H. B. Forbes, Forbes and Co; Mr. T. H. Moore, Campbell, Mitchell and Co; Mr. Charles Macdonald, C. Macdonald and Co; Mr. J. Y. Lang, Stearns, Hobart and Co; Mr. F. Mathew, Agent, B. B. & C. I. Ry. Company; Mr. J. Gordon, the Secretary.

Mr. WALTER LANG introduced the other members of the deputation to His Excellency, and acted as spokesman. He said: We thank your Excellency for the opportunity you have afforded us of laying before you our views as to the desirability of the early construction of the Western Rajpootana Railway and the maintenance of the standard gauge on the portion of the line still to be constructed between Ahmedabad and

Ajmere. It is with pleasure that we have learnt of late that its early construction has been decided on. From the commencement of the question of gauge on this line, we have steadily advocated the adoption of the broad gauge. I need not repeat all the reasons which have induced this advocacy, as they are mostly set forth in the petition to the Secretary of State for India, which we have had the honour to forward to your Excellency, and for the despatch of which by your Excellency, by an early mail, we should be indebted. Strong as our convictions in favour of the broad gauge have always been, they have been further strengthened in the past few months, during which we have witnessed the utter incapacity of our broad gauge line to carry the traffic offered to it, to the great loss of merchants on this side of India. The prospect of this important extension, therefore, being constructed on the narrow gauge causes us grave apprehension. We would particularly draw your Excellency's attention to the great desirability of a uniform gauge on the principal lines, so that the different railways may be able to render each other assistance in rolling stock during pressing times such as we have lately experienced. Your Excellency is aware, that it was at first intended to construct the Indus Valley Railway on the narrow gauge; it was thought that seeds and wheat could never bear the railway charges necessary on a broad gauge line; but we see how utterly such fears have been falsified by experience by looking at the large quantities we are daily receiving here from the northern stations. The extent of the traffic is only limited by the capacity of the lines to carry it. We believe that the same reasons which led to the alteration of the gauge on the Indus Valley Line apply with equal force to the Western Rajpootana Line. We believe the narrow gauge will in time prove quite inadequate to carry the traffic offered, not to speak of the trouble caused by unloading and reloading; and we feel confident that in a few years the broad gauge would have to be substituted, at great additional cost to the State. To show how great is the development of the grain traffic on lines of the broad gauge, I would mention that the exports of wheat from Calcutta from the 1st January this year to date reach the enormous total of 1,600,000 cwts., against 650,000 cwts. in the corresponding period of last year and against 52,000 cwts. in 1875. Had the railway been equal to carrying the traffic offered, even this total would have been largely exceeded. We have not touched more particularly on the great advantage in a military point of view of the maintenance of the standard gauge, considering it more within our province to confine ourselves to the commercial advantages; but your Excellency will doubtless feel that this also is a consideration of vast importance. I would add that we have hitherto had the stanch support of your Excellency's distinguished predecessors, and of the principal officers of the Railway Department on this side of India, in favour of the broad gauge, and we feel that the final appeal we are now making to the Secretary of State will be received with much increased consideration if your Excellency is able to grant it your valuable support. We trust also that you will support our representation to the Government of India.

In reference to the Indus Valley Railway, Mr. Lang added that

the plan for constructing it on the narrow gauge was sent out, and had to be reshipped to Rangoon.

HIS EXCELLENCY said he remembered it was at first contemplated to have narrow gauge lines running from Delhi to Peshawur, from Lahore down to Kurrachee, and throughout the South West of India It had been very much argued backwards and forwards —when he was connected with the Financial Department he had intimate acquaintance with it—and the political and military argument had so far prevailed that the authorities had constructed the Indus Valley line on the broad gauge, and had agreed to adopt the broad gauge also to Lahore.

Mr. BRYCE said there was a narrow gauge line at present as far as Jhelum, 103 miles, and it had all to be reconstructed on the broad gauge. The line beyond Jhelum to Rawul Pindi was being constructed on the broad gauge in the first instance.

HIS EXCELLENCY, referring to the Indus Valley Railway, said he did not quite see how the same arguments brought to bear against the narrow gauge on that line applied to the present question. In that case, the narrow gauge was abandoned, and he rather apprehended—though he had received no communication from the Government of India, nor had he been asked any questions about the matter—he rather apprehended that the authorities would not abandon their intention in the present case. It was merely a matter of apprehension; he did not express an opinion one way or the other, but simply stated what he thought might happen.

Mr. MATHEW produced a report on Victorian Railways, and quoted a passage in which the desirability of a uniform gauge was insisted on.

HIS EXCELLENCY said that no doubt a uniformity of gauge was desirable. He believed the general opinion in England was against the broad gauge, but the metre gauge in India was a little narrower than the English narrow gauge. The one was 3 ft. 6 in. and the other 4 ft he believed.

Mr. MATHEW thought that engineers generally considered the metre gauge was most unsuitable for this country.

HIS EXCELLENCY thought the point was very arguable. The Chamber were aware that there were very strong advocates of the metre gauge, particularly at the India Office. Some very influential gentlemen at the India Office strongly advocated the narrow gauge, and all the arguments used against it were liable to a great deal of scrutiny. He should apprehend that one argument used by the advocates of the metre gauge would be—"Look at Southern India, south of Trichinopoly; the narrow gauge railways there have lately been opened and are certainly doing well. As regards passengers—native passengers, they are an extraordinary success, —a success that I could not have anticipated, at any rate so rapidly. During the present famine, also, the narrow gauge lines have been doing an immense amount of goods traffic in carrying very large quantities of grain." All these facts had probably been reported by this time to the Government of India, particularly as those railways were not State lines, but belong-

ed to private companies, who, being highly satisfied with their work, would no doubt make out a strong case in favour of the gauge they had adopted. The line was to be extended on the same gauge right up the east coast from Negapatam, and in a few months the new portion would probably be opened. There would then be very complete system,—what was called the great South-of-India-system. He mentioned this to show that there were arguments in favour of the narrow gauge. It was true that complaints had been made about the break of gauge at Trichinopoly, which was said to interfere with the carriage of grain from Negapatam to Mysore, but it had turned out that the real reason why the grain failed to get beyond Trichinopoly was because there was such an immense local demand further south. He fancied if the managers of these South of India narrow gauge railways were questioned regarding their carrying capacities, they would say they could carry anything, and as to the break of gauge, that was perhaps scarcely so inconvenient a matter in practice as it could be made to appear in theory.

Mr. BICKERDIKE said it appeared to him that in the case of the Ajmere and Ahmedabad line, it was proposed to introduce the narrow gauge in the middle of a broad gauge railway. Probably a year ago the commercial community would not have felt so strongly about it, but the events of the last few months had placed the whole question so clearly before them that they had not the slightest hesitation in most earnestly urging the adoption of the broad gauge throughout this line. It had been clearly shown during the progress of the famine, that there was not nearly sufficient carrying power on the railways at present.

HIS EXCELLENCY said he had observed that point very forcibly put in the memorial. But on the other hand, it would be argued that the block on the railways had been occasioned, not by any break of gauge ; but really by a scarcity of engines. Had there been double the number of engines, he believed there would have been little difficulty experienced in disposing of the traffic. There was no doubt the lines could run many more trains than they at present did, and the reason why they did not was because there were not sufficient engines.

Mr. MATHEW said that the narrow gauge lines would require more rolling stock than broad gauge lines, and what was saved in construction would have to be spent on the stock.

Mr. MOWAT said one reason the Chamber had to urge was that they considered the whole of the main trunk lines should be on the broad gauge system, and this is one of the trunk lines recommended by Lord Dalhousie, on account of its political and commercial advantages, twenty years ago. The traffic on the main lines of railway in India had of late years increased very greatly owing in a great measure to the opening of the Suez Canal, and also to Lord Northbrook having taken off the duty on grains and seeds, which has given a stimulus to this trade. The quantity of wheat exported from India about seven years ago amounted to only 600,000 cwts , in 1875 the amount was 2,400,000 cwts., while last year the quantity exported for 10 months only was 4,900,000 cwts., or a tonnage greater than that of cotton. The Chamber were

quite alive to the arguments as to economy with regard to the working of the lines, but the statements contained in the Chamber's memorial showed that the only economy would be in the matter of construction in the first instance, or the working expenses would be heavier on the narrow than on the broad gauge lines. Seeing that the narrow gauge lines could only carry a quarter of the quantity conveyed by the broad gauge lines, as the wealth of the country increased, it might very probably be found necessary hereafter to reconstruct the line on the standard gauge. The G. I. P. line some years ago carried a small quantity of goods compared to what it did now. He believed the weekly carriage amounted to between 35,000 and 40,000 tons, and the increase he believed—but he was liable to correction—was something like 6,000 tons per week ; indeed, some weeks the increase had reached as much as 10,000 tons. He believed that, even making every allowance for the famine emergency, the ordinary increase of traffic would soon have placed the lines in very great difficulty. The amount of wheat which came to Bombay in 1875 was only three quarters of a million cwts., last year the quantity had increased to 1¼ million cwts., and the increase was still going on. The increase in seeds has been quite as marked. Considering the difficulty experienced this season and the quantities of grain and seeds still lying at the different stations awaiting removal, it was only reasonable to suppose that had the line been on the narrow gauge, the grain could not have arrived in time to meet the requirements of the famine stricken districts. The proposed new railway would form a portion of a great line communicating with the large grain producing districts of the North-West ; and in these times of depression when the silver difficulty still hangs over the country, the great safeguard of India was to increase the products of the country, and the facilities of communication as much as possible. The Government ought to consider the desirability of a cheap carriage of grain from the producing country to the coast, and assist a trade which, although in its infancy, promises to assume greater proportions and to be of vast importance to India.

Mr. BICKERDIKE said the talk so far had been chiefly on the question of gauge ; but one reason why the Chamber had applied to his Excellency was that they might ask him to urge the immediate construction of the line. The line had been agitated for by the Chamber of Commerce and by all the commercial community of Bombay for years and years past. The Government had sanctioned the line, though not very long ago, but nothing had been heard of the commencement of the work, except that there was a rumour about the Ajmere end being commenced at once, or within a short time, on the narrow gauge. The continued delay in the construction of the line was positively an injustice to Bombay. It deprived Bombay of an enormous amount of trade ; in fact, it would be difficult to estimate the amount of trade that would be brought here when this line was constructed. The only weighty argument that could be urged against its construction was apparently on the question of finance, and the line would so evidently pay for itself, that this argument clearly amounted to nothing. The Government of India had at sundry times been very much interested in

the trade of Bombay. Not very long ago, they, if not arbitrarily, at least very suddenly, gave Bombay a Port Trust, and handed over to the care of the trade of Bombay a property of a fictitous value on account of which they had to raise about three lacs of rupees extra to meet the exorbitant interest, although they received no additional advantage. He thought that as the Government displayed such activity in one direction, it was rather hard when, on the other hand, they had an opportunity of supplying Bombay with extra trade and extra facilities for commerce, they should withhold their consent and continue this delay.

HIS EXCELLENCY said the line was no doubt of immense importance to Bombay.

Mr. BICKERDIKE further said the Chamber considered that to commence with the Ajmere portion of the line was like beginning at the wrong end altogether, and why the line should be begun at that end he could not imagine.

Mr. BRYCE said that one point in connection with this railway would be that it would carry an enormous quantity of piece goods from Bombay to the North West. At present, the North West Provinces, as far down as Agra, were supplied with piece-goods almost solely from Calcutta, but when this line should be completed they would draw their supplies from Bombay.

HIS EXCELLENCY said that no doubt even a narrow gauge line, although it might not be so good as a broad gauge one, would still be a great advantage.

Mr. BICKERDIKE—Yes, if they will not give us a broad gauge, let us have a narrow one.

Mr. J. Y. LANG—With a double track.

Mr. MATHEW—That would cost a great deal more to maintain and work than a single one.

HIS EXCELLENCY thought that a narrow gauge line would do immense good. Some inconveniences he admitted there would be, but he was sanguine they would not be found so very great. He had no recent knowledge, as he had said before, but his impression was that the opinion of the authorities was stronger in favour of the narrow than the broad gauge.

Mr. BRYCE said people were fully convinced in Bombay that sooner or later the line would have to be on the broad gauge the whole way to Delhi, and it was rather a patriotic attempt on their part to prevent the Government spending more money than was necessary. The line to Jhelum had to be re-constructed at enormous additional cost, and if the Rajpootana line was constructed on the narrow gauge the result would be the same in the present case.

HIS EXCELLENCY asked if there was any particular argument which the Chamber wished to press on the point of the commencement of the work at the far end.

Mr. MOWAT suggested that to begin at the Bombay end would be cheaper.

HIS EXCELLENCY—It may be in contemplation to go on with

both ends; but if it is intended to construct one end first, you would prefer it to be our end.

Mr. J. Y. LANG—Most decidedly.

Mr. CHAS. MACDONALD said it was unreasonable to construct this line on the narrow gauge, because that system had not succeeded elsewhere.

Mr. BICKERDIKE considered that the military argument was very strong against the Government proposal. This route would be far the nearest and most convenient for forwarding soldiers from Bombay up-country.

HIS EXCELLENCY supposed that a 5 ft. 6 in. gauge would last longer than a narrow gauge.

Mr. MATHEW did not attach much importance to that point.

HIS EXCELLENCY said they should not make too much of the arguments about the recent and present blocks on the Indian railways. His own experience, and the experience of his staff, went to show that the real cause was, not break of gauge, but insufficient rolling stock.

Mr. J. Y. LANG suggested that a very much greater amount of shunting would be necessary on a narrow gauge than on a broad gauge line.

Mr. BRYCE—I suppose we may hope that your Excellency will support this memorial.

HIS EXCELLENCY said he could not give an answer because he must consider the matter further. He would lose no time in forwarding the memorial, and would take care that the Chamber's arguments were fairly placed before the authorities. Of what he could say himself, he was not so sure. He was afraid that the Government had finally decided the point, and would adhere to their decision. That was his impression, but he might be wrong. He thought it best to tell the deputation what he really believed to be the probable result.

The deputation then withdrew.

No. 105 of 1877.

BOMBAY CHAMBER OF COMMERCE, 11*th June* 1877.

The CHIEF SECRETARY to GOVERNMENT, BOMBAY.

SIR,—I am directed to enclose the memorial of the Chamber of Commerce to Her Majesty's Secretary of State for India, praying that His Lordship will order the railway from Ahmedabad to Ajmere, to be constructed on the standard 5′ 6″ guage.

The Committee desire me respectfully to request that His Excellency in Council will do the Chamber the favour to transmit the memorial on as early a date as he conveniently can to Her Majesty's Secretary of State, and also to the

Government of India; and they most earnestly hope that, in the interests of this Presidency, His Excellency will be graciously pleased to support the prayer of the Memorial.—I have, &c.,

J. GORDON, Secretary.

BOMBAY CHAMBER OF COMMERCE, *Bombay 8th June* 1877.

To the Most Hon. the MARQUIS of SALISBURY, Her Majesty's Secretary of State for India.

The Memorial of the Bombay Chamber of Commerce.

RESPECTFULLY SHEWETH,—That the mercantile community, and the public generally of Western India, received with gratitude the intelligence that your Lordship had sanctioned the construction of the Western Rajpootana Railway,—a work which will be of very great public utility, and will be attended with the happiest results to the export and import trade of India.

That the Government of India has, however, since intimated to the Government of Bombay that the project sanctioned by your Lordship is for a railway on the metre gauge between Ahmedabad and Ajmere. Your memorialists most earnestly desire your Lordship's reconsideration of this decision, which, if adhered to, will tend to impair or nullify nearly all the advantages which this important undertaking would otherwise confer upon the local districts, upon the country, and upon all who are interested in the commerce of India.

That the reason assigned for adopting the metre gauge is that there would be a considerable saving in the first cost of making the railway: that might be so, but the saving would be more than compensated by the cost of the additional rolling-stock required for it. Comparing the entire cost of the Rajpootana State narrow gauge Railway from Agra and Delhi to Ajmere, which, when completed, according to present estimates, will amount to Rs. 67,500 per mile, excluding the Agra Bridge, with that of the Kattywar extension on the broad gauge of the B. B. and C. I. Railway, we find that, while the broad gauge line has been completed in a superior manner, and is in many respects of a more durable character, its cost has not equalled, mile per mile, the calculated outlay on the narrow gauge State

Railway. From the fact that the main line of the B. B. and C. I. Railway was already provided with the workshop accommodation, and the greater part of the rolling-stock required to work the Kattywar extension, the direct outlay for these purposes on the Kattywar extension has, we are informed, been comparatively, inconsiderable. But if to the actual outlay on the line, works, and buildings of that extension, *viz.*, Rs. 53,020 per mile, be added an amount per mile equal to that which, so far as we can ascertain, has been spent or allowed for the provision of rolling-stock and workshops on the Rajpootana State Line, *viz.*, about Rs. 12,000 per mile, the average cost per mile of the Kattywar extension would not exceed about Rs. 65,000, which is, as above stated, under the average cost of the Rajpootana narrow gauge State Railway. We have here, then, the fact that the Rajpootana narrow gauge State Railway, cost Rs. 2,500 per mile more than the Kattywar extension on the broad gauge of the B. B. and C. I. Railway, similarly equipped, but this might have been due to the nature of the works, the cost of labour and materials, or other unfavourable circumstances. It is, of course, clear that the cost of a narrow gauge railway must be less than one on the broad gauge, if the conditions of construction are in both cases the same; and enquiries have been instituted to ascertain what would have been the difference in cost of the Kattywar extension, and of the Patree branch line from Veerumgaum on the broad gauge of the B. B. and C. I. Railway, if these recent constructions had been on the narrow gauge. We find that the line between Ahmedabad and Wudwan might have been built on the narrow gauge, with 45 lb. rails, at about Rs 6,000 per mile, less than the cost for the standard 5′ 6″ gauge with 60 lb. rails; but, if the narrow gauge had been adopted, the outlay, in that case, for separate additional rolling-stock and workshops would have much exceeded the amount of the reduction possible in the cost of making the line. The Patree branch line from Veerumgaum, on the standard 5′ 6″ gauge, with 45 lb. rails, has cost Rs. 33,000 per mile. The B. B. and C. I. Railway Company admit that the estimates for that line might have been reduced by Rs. 3,000 per mile, if the narrow gauge had been adopted, but, as in the former case the outlay for the rolling-stock would have been much more. Nor need it be apprehended that the average mileage cost of the line on the broad gauge from

Ahmedabad to Ajmere would exceed that of the Kattywar extension, while the level and easy nature of the country to be traversed by it would practically confine the difference in the cost of making a broad gauge railway simply to the additional charge for the heavier permanent way, and for the extra width of ballast and length of sleepers.

But while the saving in the first cost of making a narrow gauge railway passing through an easy country would thus be insignificant, and would be more than compensated by the additional rolling-stock required, the question of the cost of working such a line, compared with the cost of working a broad gauge railway, becomes of the highest importance; and, if economy only were considered, it should, we apprehend, be decisive as to the gauge which should be adopted. The only test of the economical working of a railway is the average mileage cost of the haulage of a ton of goods. Now we find that the average cost of carrying a ton of goods a mile on four of the principal broad gauge railways in India—the East Indian, the Great Indian Peninsula, the Madras, and the Bombay, Baroda, & Central India—when calculated on the principle adopted by Mr. Rendel, Consulting Engineer to the India Office, London, and to the East Indian Railway Company, varied in the half-year ended with June 1876 from 2·120 pies on the East Indian main line to 7·544 pies on the Madras line,—the average of the four being 3·216 per ton. In the second-half of the same year, the average cost varied from 2·024 pies on the East Indian main line to 6·224 pies on the B. B. & C. I. Railway,—the average of the four lines being 3·336 pies per ton. For the whole year the average cost varied from 2·072 pies on the East Indian main line to 5·840 pies on the Madras line,—the general average of the four lines being 3·272 pies per ton per mile. The average cost on the Rajpootana narrow gauge State Railway, worked out according to the rules prescribed by the Government of India, is stated to have been for the first half of the same year 7·40 pies and for the second half 9·46 pies per ton, while for the year the average cost was 8·31 pies per ton per mile.

The Chamber does not lose sight of the fact that the cost of working the goods traffic on the Rajpootana narrow gauge line might, if calculated on Mr. Rendel's system, appear somewhat less per ton per mile than is stated in the preceding paragraph; but after making every allowance for

the difference in the mode of calculation, we consider that the ascertained difference in cost of the working of these four principal broad gauge railways in India, compared with the cost of working the Rajpootana metre gauge State Railway, is so important that, at the risk of wearying your Lordship, we submit the following tabular statement showing in greater detail the average mileage cost to each of them of carrying a ton of goods in the year 1876,—the latest returns issued :—

Name of Railway.	Average Cost per Ton per Mile of the Haulage of Goods in the Year 1876.					
	First half.		Second half.		Whole Year.	
	Sterling. — Pence.	Indian Currency. — Pies.	Sterling. — Pence.	Indian Currency. — Pies.	Sterling. — Pence.	Indian Currency. — Pies.
Broad Gauge.						
Great Indian Peninsula	·499	3·992	·572	4·576	·534	4·272
East Indian—Main Line	·265	2·120	·253	2·024	·259	2·072
,, Jubbulpore Line	·432	3·456	·401	3·208	·413	3·304
Bombay, Baroda, & Central India	·453	3·624	·778	6·224	·555	4·440
Madras	·943	7·544	·610	4·880	·730	5·840
General Average	·402	3·216	·417	3·336	·409	3·272
Metre Gauge.						
Rajpootana State Railway	·925	7·40	1·181	9·46	1·026	8·21

These figures prove, what indeed is self-evident, that the cost of working diminishes or increases as the traffic over a line (whether on the broad or metre gauge) is large or small, or more or less evenly distributed, and that with only one exception—that of the Madras Railway, in the first half of the year—the cost of working the broad gauge railways named greatly exceeds that of working the metre gauge. But it is clear that, in the event of the traffic over a narrow gauge railway increasing to an extent which would strain its carrying power, the proportionate cost of haulage—owing to the greater number of wagons which must necessarily be used—would be still greater than that on a broad gauge railway ; and as it is beyond all question that a very large traffic will pass over the line from Delhi to Bombay, the Chamber believes that the cost of working this line on the broad gauge would compare favourably with that of working other broad gauge railways.

Before experience had been gained of the working of narrow gauge railways in India, which compares unfavourably

in every respect with the working of the broad gauge railways, the Chamber had on several occasions deplored, on military as well as on mereantile grounds, the short-sighted policy of constructing the Rajpootana State Railway from Delhi to Ajmere on the metre gauge, for it was well-known that the economy in the first cost would be immaterial, while the country would be deprived of the great advantage of through communication with Upper India by the uniform gauge. The inferior capacity of the narrow gauge for moving troops and material in times of war has now been pronounced by high authority to be inadequate, and this decision has taken practical form in the reconstruction at an enormous cost on the broad gauge of the narrow gauge railway from Lahore to Jhelum, as well as in the change of policy, also involving a large loss, in regard to the Indus Valley line. The narrow gauge will, we believe, be equally inadequate, even in ordinary times, for the volume of through traffic which will roll down this line to the chief Port of Western India. There will, moreover, be two breaks of gauge—one at Ahmedabad and another at Delhi—and the through traffic will, therefore, be subjected to a double transhipment, each being attended with expense, delay, and risks of injury and loss of goods: and the important fact should not be overlooked, that, in proportion as the through traffic increases, the efficiency of the line will become impaired, and the cost of working it augmented.

It may not perhaps yet have come to your Lordship's knowledge that since October last, and during the whole of this fair season, there has been a complete block of traffic on the G. I. P. and the E. I. Railways. This was no doubt in the first instance mainly due to the requirements of the famine-stricken districts in the Southern Mahratta Country and in the Madras Presidency. But it is also partly due to the great increase recently in the export trade of grains and seeds. Thousands of tons of wheat and seeds have been lying for months at the stations between Bhosawul and Jubbulpore, and along the Nagpore Branch, which the G. I. P. Railway Company, notwithstanding all their experience and equipment, have been unable to move, and which they will be unable to overtake for months. The E. I. Railway Company, which are less immediately affected by the famine requirements, are also unable to move the traffic on their line, as will be observed from the following notice, dated the 18th May 1877, which

they have published with reference to their *through traffic to Bombay* :—" It having been found necessary, with a view " to avoid a continuance of the block of loaded wagons at " Jubbulpore junction, to limit the quantity of traffic *viâ* " Jubbulpore from the E. I. Railway, consignors of goods at " E. I. Railway stations are warned that the accumulation of " goods at E. I. Railway stations for conveyance in that direc- " tion is considerable, and that the despatch of further con- " signments is for the present very uncertain." The failure of these broad gauge railways to overtake their increased ordinary traffic is accounted for by the insufficiency of their rolling-stock; the E. I. Company have, it is said, found it necessary to indent for 50 additional locomotive engines and 1,000 wagons, and the G. I. P. Railway Company for 40 additional locomotive engines. Large quantities of grain and seeds, particularly the latter, are, in ordinary seasons, grown in the famine-stricken districts, and had the G. I. P. Railway had to carry such, in addition to that which it has received so far, the difficulties of the Company to cope with the traffic would have been very great. As it is, the south-west monsoon rains will have set in within a fortnight hence, and as the produce has generally been brought from great distances in the interior, and there is little or no shed accommodation at the stations where it is lying, it will be damaged by wet, and ruinous losses from this cause alone will be sustained by all interested in it; and as this state of things will inevitably drive numbers out of the trade, it will, by discouraging cultivation, have an injurious effect on the revenues of India hereafter.

It may be argued that if at any time the resources of a railway are, from mercantile or other causes, strained to the utmost, as those of the E. I. and of the G. I. P. are at present, it is only necessary that the Railway Company should be provided with a sufficient supply of rolling-stock for such an emergency, and that, if the rolling-stock is sufficient, it matters not on what gauge the railway is constructed. But the greatly increased cost of working a heavy traffic over a narrow gauge railway,—to say nothing of the cost of the additional rolling-stock required for it—compared with the cost of working the same traffic over a broad gauge line, disposes of this point. We find that the standard maximum train load on the Rajpootana State Railway, taking the mean of the different districts, is 200 tons weight of the wagons and goods together, and that the average of the same

standard on the E. I., on the G. I P., and on the B. B. and C. I. Railways, is 505 tons,—so that a fair average maximum train load of broad gauge railways is twice and a half that of the narrow gauge, whilst the average through speed is at least 50 per cent. greater. It follows, then, that the narrow gauge requires a proportionately greater number of trains, locomotives, engine-drivers, guards, &c., to move a quantity of goods which can be carried by one train and engine, with one driver, &c., on the broad gauge, and that the greater number of vehicles required on the narrow gauge must cause greater wear and tear to the permanent way and the rolling-stock in proportion to the goods carried. The multiplication of trains is, moreover, a serious consideration in the case of single lines of railway—as with a heavy traffic the number of crossings of trains not only requiries the provision of numerous crossing-places, but limits the average speed obtainable.

That while the E. I. Railway is unable to cope with its traffic, the short-sighted policy of making the Rajpootana State Railway from Delhi to Ajmere a narrow gauge railway becomes apparent, for the rolling-stock of that railway which, your memorialists are informed, is superabundant and lying useless, might, but for the difference of the gauge on which it is built, have been utilized in the present emergency. The E. I. and G. I. P. Railways have lately been able to help each other by the reciprocal loan of wagons and engines. Every carriage, wagon, and engine, on the narrow gauge, in the midst of a broad gauge system, are so much off what might be the available rolling-stock of the country in a great emergency, whether of war, famine, or trade. And, while the grain and seeds traffic of the E. I. Railway would, if the rolling-stock of the railway from Delhi to Ajmere had been available, have been maintained to the great benefit of the country, the Government would have been no losers, for the hire of the wagons would, the Chamber is informed, have been more than sufficient to have paid for the extra cost of the line on the standard gauge.

Recent experience has shown that the occurrence of famine in some part or another of this vast empire may unhappily be calculated upon with almost periodical certainty, and although the present famine tracts of the Bombay and Madras Presidencies have been served by three well-appointed broad gauge railways, the E. I., the G. I. P., and the

Madras, yet all the efforts of these railways to deal with the famine traffic in addition to the ordinary traffic of the season have resulted in ruinous and lamentable failure. Narrow gauge railways would, it is certain, under similar circumstances, have broken down altogether. With reference to this important point, we beg to ask the favour of your Lordship's earnest attention to paragraphs 6, 7, and 8 of the "Note on the progress of the measures adopted to "relieve the distress caused by the famine now prevailing "in the Deccan and Southern Mahratta Country, dated "28th April 1877," by Major-General Kennedy, R.E., Secretary to the Government of Bombay in the Public Works Department, an officer whose great judgment and experience render his opinion on such a question of the highest value :—

6. "Still larger imports would, no doubt, have reached the famine districts if the railways could have carried more ; but, owing mainly to insufficiency of engine-power, the Railway officers, although they have made the most strenuous and praiseworthy efforts, have not been able fully to deal with the famine traffic in addition to the ordinary traffic of the present season ; much grain from the North-Western and Central Provinces, the Berars, &c., has been delayed in transit for want of haulage, and some, it is to be feared, has, from the same cause, been diverted to other markets. Still the supplies thrown into the affected parts, though not so large as they might have been, have been sufficient for present requirements, and it is believed that stocks have accumulated, with, perhaps, one or two exceptions, which are receiving attention, which will last till the opening of the next season, until the new local crops mature, or until fresh imports can be sent from more favoured parts of India, should there be a second year's drought in the Deccan and the Southern Mahratta Country.

7. "The resources of the Great Indian Peninsula Railway have been further strained by the necessity it has been under of providing for the through grain traffic to the distressed districts of Madras ; and the ability of the Railway to serve the famine tracts of the Bombay

Presidency has been *pro tanto* reduced. During the season a total quantity of nearly 40,000 tons of grain has been passed through the Junction Station of Raichore from the Great Indian Peninsula to the Madras Line, and a larger quantity than this would, no doubt, have been transferred, if the Madras Railway had from the first been able to deal with it.

8. "It has been clearly brought out by the facts of the present season's famine traffic, that occasions such as the present may arise when, in order to feed a large population, grain has to be carried over single lines of railway for long distances, in quantities sufficient to strain to the utmost the resources of the best appointed lines on the standard 5½ feet gauge, and as it may be assumed that narrow gauge lines would be far less efficient, the unsuitability of the metre gauge for long lines of through communication cannot be put out of sight when thought is taken for the proper and efficient administration of a country liable to be affected with drought and famine. Although the Railway lines that have been concerned in the present case, *i.e.* the East Indian, the Great Indian Peninsula, and the Madras Railways, have failed to do all that was required of them, or that was needful to meet the full necessities of the case, they have yet, it may be truly said, largely contributed, so far, to save Southern India from a very great calamity; but they have not done this with any margin to spare, or without some injury to particular sections of general trade or to individual traders. The standard gauge lines have barely been able to satisfy essential and urgent demands; and under similar circumstances narrow gauge lines would probably have broken down altogether. Indeed, it is known that in the southern part of the Madras Presidency considerable inconvenience arose at a break of gauge."

That if famine should at any time prevail in Rajpootana, the carrying capacity of the railway from Ahmedabad to Ajmere made on the metre gauge, would be inadequate for providing the affected districts with sufficient supplies of

food,—not to mention the ordinary traffic which it would be impossible for the Railway in any way to deal with,—and it is certain that, with a break of gauge at both ends of the line, it would be wholly unable to satisfy their urgent necessities. It is unnecessary to remind your Lordship that the famine which occurred in those States in 1869, resulted in great loss of life, and your memorialists believe that the desert extending northward from the Aravalli range, renders the country immediately to the south of those hills particularly liable to drought.

That the railway from Bombay to Delhi will form a main arterial line of communication between Upper India and the chief Port of Western India, shortening the distance by 350 miles, and traversing tracts of country wholly independent of the G. I. P. Railway on the one side, and of the Indus Valley Railway on the other. The course of the projected Western Rajpootana extension is about 350 miles distant from that of the G. I. P. Line, and nearly 300 miles from that of the Indus Valley Line. The railway from Bombay to Delhi is therefore a trunk line, in the same way as is the G I. P. Railway, having an independent traffic of its own, and the probabilities of a large *through* traffic, which are heightened by the advantages which the shorter distance gives it. Narrow gauge railways may be useful as *feeders* to main lines, but in no sense of the term can the railway between Bombay and Delhi be called a *feeder:* on the contrary, there will not be a more generally useful, and, what is most probable, a more profitable undertaking in India, than this main line, when it is constructed on the broad gauge. It was one of the Trunk railways proposed by Lord Dalhousie, and was described by him as "of the greatest political and commercial value."

That the great development of the export trade which has taken place during the last two years, renders it all but certain that the through traffic of the Western Rajpootana Railway will be very heavy, and we doubt if the carrying power of a narrow gauge railway would move it efficiently. But it is certain that whatever saving might appear in the cost of making a narrow gauge railway would be more than compensated by the cost of the additional rolling-stock required for it, that the cost of haulage of a heavy through traffic on a narrow gauge railway would, when compared with that on a broad gauge, be very high, and that the

adoption of the narrow gauge would prove to be the most expensive course that could have been adopted.

For these reasons your Memorialists earnestly entreat your Lordship to order that the Railway from Ahmedabad to Ajmere be constructed on the standard 5' 6" gauge.

And your Memorialists, as in duty bound, will ever pray.

For, and on behalf of, the Members of the Bombay Chamber of Commerce,

W. LANG Chairman.

J. GORDON, *Secretary.*

Bombay Chamber of Commerce, *Bombay, 8th June* 1877.

No. 1045 OF 1877.

PUBLIC WORKS DEPARTMENT, (RAILWAY.)

BOMBAY CASTLE, *28th June* 1877.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter, dated the 11th instant, to the address of the Chief Secretary to Government, and, in reply, I am directed to inform you that the enclosed memorial from the Chamber of Commerce, Bombay, to the Secretary of State for India, praying that his Lordship will order the Railway from Ahmedabad to Ajmere to be constructed on the standard 5' 6' gauge was forwarded by the last mail to the Secretary of State.

2. A copy of the memorial has also been sent to the Government of India.—I have, &c.,

M. K. KENNEDY, Major General, R.E.,
Secretary to Government.

CHAMBER OF COMMERCE, MANCHESTER, *8th Aug.* 1877.

J. GORDON, Esq., Secretary Chamber of Commerce, Bombay.

DEAR SIR,—I beg to acknowledge receipt of your letter of the 22nd June last together with copy in duplicate of the Memorial of your Chamber to the Secretary of State for India, on behalf of the adoption of the "Standard" or broad

gauge system in the construction of the line of railway from Ahmedabad to Ajmere.

These documents were duly brought under the attention of the Directors of this Chamber at their last meeting, and I have now the honour of forwarding as enclosed, a copy of memorial addressed by this Chamber in support of the views of the Chamber of Bombay.—I have, &c.,

THOS. BROWNING, Secretary.

CHAMBER OF COMMERCE, MANCHESTER, *8th August*, 1877.

To the Most Hon. the MARQUIS of SALISBURY, Secretary of State for India, &c, &c.

The Memorial of the Directors of the Manchester Chamber of Commerce by their Chairman.

RESPECTFULLY SHEWETH,—That your Memorialists in the year 1874 addressed a memorial to your Lordship on behalf of an early construction of the line of railway from Ahmedabad to Ajmere;—an integral part of the great scheme of trunk railway projected by Lord Dalhousie, for connecting Bombay and the North Western Provinces of India.

Your Memorialists have received with gratification the announcement of your Lordship's sanction for the construction of this line, but regret to learn that it is proposed to form it as a narrow gauge line which, if adhered to, will seriously affect its utility as a means of communication for commercial and other purposes.

That the experience gained of the working of railways in India has, in the opinion of your Memorialists, demonstrated the impolicy of the adoption of the narrow gauge system; and that the saving in cost in making the line on the "metre gauge" is not considerable if taken in connection with the outlay needed for the supply of additional rolling stock, and other appliances; and if the line be so constructed, it will create a needless break of gauge, and defeat arrangements for efficient transit of the through traffic.

That the level character of the country to be traversed between Ahmedabad and Ajmere, reduces the consideration of cost of the broad gauge to the additional charge of a heavier permanent way, and the extra width of ballast and sleepers; whilst the saving in the cost of working, should

determine the selection of the broad gauge, on the ground of economy, as also for its ultimate greater utility.

. . That on the establishment of efficient means of communications with the provinces, and the interior of India, the State Government must mainly depend for the maintenance of the people, in times of famine; and at these periods it has been found as stated on the authority of General Kennedy, Secretary to the Government of Bombay,—that railway lines of the "standard" gauge have barely "been able to "satisfy essential and urgent demands; and under similar "circumstances, narrow gauge lines would probably have "broken down altogether."

The question of the selection of gauge is, therefore, in the opinion of your Memorialists, one on which depends the well-being of the people of India, and in a material degree the means of promoting the future prosperity of its trade; nor should it be overlooked, that it is a question in which the Government is itself concerned, in order to obtain an efficient and expeditious through traffic, on which at some time may depend the security of the State Government.

For these and other reasons, and having regard to the fact that the railway from Bombay to Delhi, will form a trunk line described by the late Lord Dalhousie as "of the "greatest political and commercial value."

Your Memorialists Pray,—That in the construction of the line of Railway between Ahmedabad and Ajmere the "standard" or broad gauge of 5 ft. 6 in. be adopted, and by so doing a carrying capacity will be secured more consistent with the actual and prospective wants of the country, and greater than is practicable under the "metre" or narrow gauge system.

EDMUND ASHWORTH, President.

THOS. BROWNING, Secretary.

PROCEEDINGS OF THE PUBLIC MEETING OF THE INHABITANTS OF BOMBAY TO PROTEST AGAINST THE CONSTRUCTION OF THE PROPOSED RAILWAY FROM AHMEDABAD TO AJMERE ON THE NARROW GAUGE.

An influential and very numerously attended Public Meeting of the inhabitants of Bombay, convened by the Sheriff, was held in the Town Hall on Wednesday afternoon (29th August), with the view to urge upon Government the great importance, in the in-

terests of this City and Presidency, of constructing the railwa from Ahmedabad to Ajmere on the standard 5½ gauge. The large hall was well filled by Europeans and Natives of every section of the community; and among those present were observed—The Hon. Mr. Lang, Messrs. Donald Graham, J A. Bryce, F. Mathew, J. M. Maclean, M. Mowat, J. Gordon, J R. Duxbury, Malcolm McPherson, W. Pendlebury, T. H. Moore, J. Hewitt, T. W. Wood, D. E. Gostling, J. Q. Pigot, J. Jardine, C. W. L. Jackson, H. C. Kirkpatrick, G. Manson, R. E. Bickerdike, Dr. T. Blaney, Messrs. J. Thornburn, W. A. Baker, J. M. Sleater, C. W. Prescot, D. S. Kemp, N. Randle, J. B. Paterson, J. H. Latimer, Dr. T. S. Weir, Messrs. C. Braham, G. S. Lynch, D. E. Owen, Kapp, Symmonds, Campbell, Sharp, G. A. Kittredge, F. D. Parker, W. A. Hazelbrook, H. F. Whyte, G. H. Bayly, G. Taylor, J. W. Russell, J. Bicknell, J. Kidd, G. W. Wingrove, W. Gahagan, E. W. Campbell, W. S. Elliot, H. Solomon, and H. W. Jones, Sir Jamsetjee Jejeebhoy, Bart., Messrs. Byramjee Jejeebhoy, C.S.I., Kessowjee Naik, Cursetjee Furdoonjee Parukh, Nanabhoy Byramjee Jejeebhoy, Muncherjee N. Banajee, Ahmedbhoy Hubibboy, Venayaek R. Luximonjee, Byramjee Nusserwanjee Servai, Tapidas Vurjdas, Raghunath N. Khote, Dr. Santaram Vithul, Messrs. Lukhmidas Khimjee, Homejee C. Dady, Morarjee Goculdass, Dinanath R. Khote, Damodhurdas Tapidas, Bhoyshunker Nanabhoy, Hurkissondas Narotumdas, Vundravundas Purshotumdas, Cowasjee Manockjee Limjee, Burjorjee R. Mody, C. N. Cama, and several hundred others.

Mr. Cursetjee Furdoonjee Parukh, the Sheriff, read the requisition addressed to him, and requested the meeting to elect their Chairman.

On the motion of Mr. Byramjee Jeejeebhoy, seconded by Mr. Kessowjee Naik, Mr. Donald Graham was called to the chair amidst applause.

The CHAIRMAN, in addressing the Meeting, said—Gentlemen,—You have been asked to come here to-day to consider a matter of vital importance to Bombay. In explaining the objects of the meeting, I can't do better than remind you of the parting advice given by our late Governor. You will remember that Sir Philip Wodehouse, in his speech at the Byculla Club shortly before he left, said, speaking of the Rajpootana Railway, "You cannot too steadily or too perseveringly agitate for its speedy construction, and above all, agitate against its being constructed on the narrow gauge. I cannot myself conceive anything more ruinous or more mischievous than the introduction of the narrow gauge on a line which will become the great road of communication between the North-West Provinces and parts of the Punjab—a line which will reduce the distance between the northern frontier of India and the nearest port in India to Europe by something like 400 miles. I do not lose sight of the fact that there is a railway now in course of construction—the Sind, Punjab and Delhi line—which must be a rival to the Rajpootana line; but it does not require much consideration of the character of Sind, or of the fluctuating character of the Indus, to see that such a railway may be put in a very unfortunate position. Therefore, I repeat, agitate for this Rajpoo-

tana Railway, agitate for its construction on the broad gauge." I believe there are few in Bombay who will not regard that as sound advice. The word agitate is not always used in a flattering sense, but that I think depends on the object of the agitation, and in such an object as this I am sure that agitation is right (Hear, hear.). Not that the inhabitants of Bombay have hitherto failed to agitate in this matter; for year after year memorials have been sent in urging it on the attention of the Government. It seems rather strange that we should have to keep up so long an agitation in favour of a line which was one of the main ones projected by Lord Dalhousie and which has been pronounced by every man of eminence who has had occasion to express an opinion as second to none in India in importance, whether from a political, strategical, or commercial point of view. There is, perhaps, special cause for now pressing the agitation in view of the crisis which has overtaken the railway system in this Presidency—a crisis which is telling with most disastrous effect on the export of Bombay. The enormous increase of traffic during the past year and the consequent block on the line has developed a feature in the railway question which perhaps few of us contemplated about a year ago. No doubt the block has been mainly caused by the famine traffic, but I think it would be a mistake to assume that it had entirely been so. On the contrary, I think it is a question much open to doubt whether the famine traffic did not merely precipitate and of course enormously intensify a crisis which might have been brought about by the ordinary course of trade. At any rate, there were not wanting symptoms even before the famine traffic commenced that the ordinary traffic was out-growing the capabilities of the railway. We know that under the influence of reduced rates the traffic had greatly increased, and there is also strong reason to believe that the low exchange last year and the consequent influx of cheap silver enormously stimulated the internal trade of the country. This internal trade has been steadily growing of late years. The attention of the Chamber of Commerce was first attracted to it after the connecting of the Jubbulpore line, and shortly afterwards Mr. Rivett-Carnac published, in a pamphlet called, if I remember rightly, the "Interchange of Traffic," some statistics showing how steady this trade was growing. I think that this as well as the grain traffic for export have been steadily outgrowing the railway facilities they have been offered to them. The conclusion I therefore come to is that railway construction in this Presidency is not keeping pace with the growing requirements of trade, and I think that if Government is not prepared for financial or other reasons to push forward such important lines as this Rajpootana one, it would be good policy so encourage some private company to take them up instead. (Applause.) I trust, however, that as far as the line itself is concerned it has really at last been determined to push on its construction. I now come to the question of the gauge. Every one recognises the enormous inconveniences of a break of gauge. From the military point of view we have heard strong opinions expressed against it by most eminent military men. Similarly our Chamber of Commerce has repeatedly pointed out its commercial disadvantages, while departmentally the officers of the railway companies have represented the

difficulties in working it. So great, indeed, are the objections, that I don't think it very rash to say that it is exceedingly doubtful whether two different gauges can continue permanently to thrive together in the same country, and whether one will not have to be sooner or later superseded by the other. If these objections apply to railway generally, how much more do they do so in this particular case. The Rajpootana line when made will form the direct route between Bombay and the Punjab and therefore be the medium of the European trade with that province. If we take the wheat trade alone and consider its probable development as well as its bulky nature, we shall understand how much loss and annoyance will be caused by the break of gauge. Then in a military point of view it is obvious that this line must be the one mainly used for Punjab troops during the trooping season, and we can imagine the inconvenience which the break of gauge will cause. I think that even the most earnest advocates of the narrow gauge must admit that the very strongest and, indeed, the most overwhelming case must be made out to justify its being adopted in this case. And if so, the question then comes to be—Has any such case been made out? For my own part, I must confess that I have been wholly unable to see it. I believe that Lord Mayo's view when he first sanctioned the narrow gauge was that the country must have railways, and that as the broad gauge was too expensive it became a question of narrow gauge ones or none at all. If such were the alternative, I have no doubt we should all come to the same conclusion as Lord Mayo; but since Lord Mayo's time we have had fresh experiences, and I think I may say that these experiences go to show—first, that broad gauge railways at the comparatively cheap cost at which they can now be constructed can be made to pay; and, second, that the anticipations with regard to the economy of the narrow gauge have been disappointed. As to the first, even the present railways are now beginning to pay, while broad gauge railways can now be constructed far cheaper than formerly; and as to the second, I may quote Mr. Carroll's pamphlet* than which nothing has done more to dispel the illusions concerning the narrow gauge. Probably your attention has been called to this pamphlet, and I need not therefore remind you that it is there shown from actual results that any small excess in the first cost of the broad gauge railways is very soon made up by its more economical working; that, in fact, the broad gauge is in the long run the more economical of the two. As far as I am aware, the accuracy of Mr. Carroll's figures or of his conclusions has never been questioned. I trust that the influential character of this meeting and the unanimity which I feel sure will be displayed, will result in the Government being induced to accept our views. (Loud applause.) I will now call upon Mr. Bryce to propose the first resolution.

It was then proposed by Mr. J A. Bryce, and seconded by Mr. F. Mathew, that the inhabitants of Bombay in public meeting assembled, while grateful for the sanction which has at last been accorded to the extension of the railway from Ahmedabad to Ajmere, do hereby resolve to urge upon

* See Appendix page 126.

Government the great importance, in the interests of this City and Presidency, of constructing the whole of the proposed line, and of reconstructing the line from Ajmere to Delhi, on the standard 5 ft. 6 in. gauge.

Mr. BRYCE, in moving the resolution, said—Mr. Chairman and Gentlemen,—That curious irony in human things, which has found expression in the proverb about the ill wind, is just now receiving a very remarkable illustration. Forced by the dire necessities of the famine, the Government of India has at last been driven to the construction of works, which, while they will in time to come, immensely benefit the country generally, will also materially help to mitigate the evil of future seasons of scarcity. And thus the angel of famine, as he stalks through the land with cholera and fever in his train, has become, in a certain grim fashion, both his victim's benefactor and his own destroyer. It is in connection with one of these works, to the construction of which, as I say, the Government of India has been forced, that we are met here to-day. Before entering on the question of the gauge for the Western Rajpootana line, I must beg you to bear with me, if what I say seems to have little freshness. It is the misfortune of those who discuss public questions in this country that they must hammer away at old and well thrashed arguments, until they get, by reiterated importunity, what reasoning has hitherto failed to obtain. It was with joy that after so many years of useless and disheartening delays this Presidency heard that the Western Rajpootana line had been sanctioned at last. It was a great thing after so long awaiting to have obtained direct access to the North-West, and most of us resolved to drown our resentment at the sorry policy that had so long retarded the completion of a line which its position demonstrated must become one of the main arteries of the country. But had we still cherished our resentment it would have been only natural. It is not too much to say that by the non-existence of that line during this last year the country generally has lost incalculable sums of money, and has been exposed to the pressure of much more serious danger than need have been incurred. (Applause.) Had that railway been working there would have been two lines of communication open from the great producing regions of the North-West to the famine districts, and thus the block on the railways would have been to a great extent, if not altogether, avoided: The resulting benefits would have been many. The ordinary export trade of the country would not have suffered as it has done, and will still do, to an immense extent, involving in loss the ryots, the native dealers and the merchants here. Prices would have been equalised all over the country, the famine districts would have been better and more cheaply supplied and Government would therefore have lost less revenue. (Applause.) Do not suppose that all this is mere grieving over spilt milk. Every word that I have said is a ground for Government hastening to the utmost the completion of this line, and constructing it on the most effective principle. Famines will occur again, we don't know how often, in the South or in the North, and the need of a rapid concentration of food supply may be as great within a year or two as it is at this moment. (Applause.) I have said that this line should not only be constructed as fast as may be, but on the best principle; and

this leads me to speak of the immediate subject of this resolution—the gauge of the Rajpootana Railway. Our joy on hearing that this line had been sanctioned was greatly damped by the announcement that it was to be on the narrow gauge. The general feeling of the Presidency, both official and non-official, had all along been strongly for the broad gauge, and Government, the Press, and the Chamber of Commerce had repeatedly urged that the advantages of the line would be to a great extent nullified if the narrow gauge were adopted. (Applause.) It has been held by some that the narrow gauge is suitable enough for lines which can never be more than feeders, while others think that the end of cheapness can be as well attained by light lines on the standard 5 ft. 6 in., avoiding a break of gauge. However this might be, all on this side of India were agreed, that to construct this—a trunk line—on the narrow gauge would be an enormous blunder whether from a military or a mercantile point of view. (Applause.) However, in face of the clearest light and the most distinct warnings, the construction at the other end was begun on the narrow gauge, and what we have now to do is to struggle to remedy the evil. On the disadvantages of a break of gauge there is no occasion to dilate; they have been admitted in the abstract by every one, even by the original prime-mover in the scheme, General Strachey himself. What the advocates of the narrow gauge say is that the economy in its construction is a greater good than the break of gauge is an evil. In his paper read before the Institute of Civil Engineers and contained in their report for 1872-73, Mr. W. T. Thornton takes his stand on the economical ground alone. And here I may say that the discussion which ensued upon that paper, lasting at the Institute of Civil Engineers over seven nights, exhausted all that can be said for and against the narrow gauge. And there was this very remarkable feature about that discussion that, whilst almost all the men of eminence in the profession, including Mr. Harrison, Mr. Hawkshaw, Mr. Bidder, Mr. Berkley, Mr. Andrew, Mr. Brunlees, Mr. Vignoles, Mr. Hawksley, Mr. Bruce, and many others were unanimous in condemning a break of gauge in India, the other side was very feebly supported, and by men of little eminence, most of whom seemed to have received a brief from the India Office. The weight of authority was overwhelmingly against the Government policy, and Mr. Thornton, whose original paper had, as one of the speakers pointed out, simply bristled with fallacies, made little attempt to answer the criticisms which had utterly demolished his case, and had to resort—as he had with curious infelicity accused the other side of doing—to abuse of the attorneys for the defendant. Well, I said that Mr. Thornton took his stand upon economy, saying that was the solitary reason for the Government of India's action. By economy both Mr. Thornton and nearly, if not all, his supporters meant saving in first cost only, and thus at the very outset he plunged into a most portentous fallacy, for nothing can be plainer than that economy in first cost is only one element of saving. What about cost of maintenance, what about cost of haulage, both of which are elements either of direct or ultimate economy? But even in regard to economy of first cost, he by no means made out his case. All that was shown, whether by himself or by subsequent speakers, was that, while all admitted that there was some

saving in the first cost, it was difficult to estimate what it would be in any particular case, and in no case did any one put it so high as General Strachey or Mr. Thornton himself. All the items in the latter's estimate were criticised, and it may be said to have been established that, as a rule, in fairly easy countries, the saving was only that of the additional two feet or so of earthwork and masonry. It was made quite clear, I think, that there was little, if any, saving in sleepers, which Mr. Price Williams showed would have to be of quite as large scantling on the narrow gauge, owing to the additional strain caused by the great overhanging in a narrow gauge carriage. As to ballast it was shown that a narrow gauge line must have it deeper if anything. So far, then, as first cost is concerned, it is plain that the saving was very much less than the advocates of the narrow gauge estimated, though, indeed, it had been already admitted by them, I think, in the report of Col. Dickens, General Strachey, and Mr. Rendel, that in an easy country such as this line traverses, the saving would be very slight. So much for the estimated saving in first cost amounting, I should say if we look the mean of the various estimates, to about £500 to £700 per mile, which is not far off what Mr. Carroll's interesting pamphlet shows to be the result of actual experience in India. He has shown that the first cost of the Rajpootana State Railway on the narrow gauge is at the outside £650 less than that of some recent broad gauge extensions of the Bombay, Baroda and Central India Railway, and I believe that the later extensions of that line would make a still more favourable comparison. And you must remember that these B. B. and C. I. lines are much better and stronger works in every way, having a 60 lb. instead of a 40 lb. rail, and being better found in rolling-stock, stations and all other respects. The comparison therefore is hardly fair, being between a better and a worse article. So far first cost. As to cost of maintenance it is remarkable that both Mr. Thornton and his supporters studiously kept it in the back ground, but they were no doubt wise to do so, for they were evidently quite unable to answer the arguments of those who maintained that it would be higher on the narrow gauge. I do not find that any attempt was made to answer Mr. Price Williams' estimate of a loss of £60 per mile against the gauge of 3 ft. 6 in. as compared with that of 5 ft. 3 in. when both first cost and cost of maintenance were included. The same gentleman showed that the running expenses of the narrow gauge were higher, and on this point also a judicious silence was preserved by the narrow gauge advocates. It was a most remarkable fact that Mr. Rendel, who followed Mr. Price Williams, had not a word to say either as to cost of maintenance or running expenses. His eloquent silence amounts to an admission. And now, gentlemen, before I go further I should like to ask, why it was that the Government of India originally decided in favour of the narrow gauge? Was it upon the actual estimates made at the time of the saving to be effected by adopting the narrow gauge as against the broad gauge? That difference amounted, taking Mr. Thornton's inaccurate and exaggerated statement of Messrs. Fowler and Hawkshaw's opinions, to £1,000 per mile, or even General Strachey's entirely unfounded estimate, to £1,500 per mile. Taking the

estimated cost of the narrow gauge at £7,000 per mile, that would make the broad gauge cost £8,000, or at most £8,500 per mile. And now, gentlemen, I will call your attention to a most remarkable statement of Sir John Strachey's in a minute entitled "The Earl of Mayo as Viceroy of India." Sir John says, "the average cost of our guaranteed Indian railways, has been about £17,000 per mile. Lord Mayo was satisfied that it was impossible to go on making railways in India at such a cost." "He said he must have cheap railway or none at all; and he strongly supported the proposal that in constructing new lines the old broad gauge should be abandoned; that if it were held to be obligatory that the Peshawur line should be constructed on a broad gauge, it would be the duty of Government to say that it could not incur so great an expenditure; whereas the adoption of a narrow gauge would lead to a very large economy." Now, gentlemen, I don't see how we can draw but one inference from this, and that is, that Lord Mayo, and no doubt the members of his Council also, were under the impression that the cost of broad gauge lines was still £17,000 per mile, and that the saving was £10,000 instead of £1,000, or even £1,500 per mile according to the exaggerated estimates of Mr. Thornton and General Strachey. (Applause.) There is nothing in Sir John's words to show at what date Lord Mayo expressed this opinion, but I presume it was subsequent to the reports of Mr. Rendel, General Strachey, and Colonel Dickens, as well as those of Mr. Fowler and Mr. Hawkshaw. At all events, as Sir John adds, that "although he could not enter into these discussions, they were conducted on both sides with great ability," we may presume that the facts were before Lord Mayo at the time. Now, as I have said, it appears to me that the only inference from Lord Mayo's words is that he thought there would be a saving of £10,000 instead of about £1,000 per mile. That is a very extraordinary fact, and we cannot wonder that under that impression Lord Mayo and his Council decided as they did. But how came they to labour under this extraordinary hallucination? How came it that they were not undeceived by their professional advisers? I can quite understand that neither Lord Mayo nor the members of his Council, not being professional experts, cared to go into details of earthwork, sleepers, and the like, but it is quite inexplicable that they should have been allowed to remain under so unfounded an impression as to general cost, and, alas! for the country, act under it. Can we help doubting whether, had they not been under such an impression, they would have made the same decision? Still less I am sure would they have decided so, had they had before them the facts about the cost of construction of recent broad gauge lines in India. And here it may not be improper to ask why it was that the average cost of the old broad gauge lines was so high? Partly from inexperience in works new to the country, just as the first cotton and sugar manufactories were costly or failures. Mr. Carroll has pointed out this and other causes. All the labour had to be educated to the work, and the engineers were ignorant of the conditions of the climate and the country, while there was insufficient control of the works and expenditure. Young inexperienced officers were set to supervise men almost as incompetent as themselves; there was overstocking of material, the Bombay-Baroda line was furnished

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with acres of wheels many of which they have never yet used up, and the G. I. P. with miles of engines when they had only a few miles of line open. Then there were special blunders for which Government was responsible of which I may give an instance or two. On the line from Delhi to Labore the great river Sutlej had to be crossed, and the engineers were compelled by the Governor General in Council to cross it at its most exposed point, that the bridge might be under the guns of the Fort of Phillour, which was always to be garrisoned from an English regiment. Before the first girder was in its place the Governor General had changed his mind, and a new order had removed the guns, the magazine, and the English regiment to Ferozepore, 80 miles distant, so that after all there was no reason why the bridge should have been made there. (Applause.) What was the consequence? The bridge was swept away almost at once, and up to this date it loses no opportunity of being swept away whenever it has the excuse of a decent flood. (Laughter and applause.) Whenever the water rises an unfortunate engineer stands by expecting the worst. The last breakdown was in 1876, and the break was not mended till the Delhi Durbar. The wretched passengers by the mail train either way were turned out at dead of night to cross on boats, and so it must go on till the end of the chapter. (Laughter.) As a bridge like this nearly two miles long costs, I suppose, seventy lakhs of rupees, it may be imagined what sums have been lost through that little whim of the Governor General's. Take another case, curiously enough connected with the same railway, and I think with very same bridge among others, a case which furnishes a remarkable instance of that penny wise and pound foolish policy for which our Government is so famed. Being forced to build this, and other bridges in very dangerous places, the engineer was anxious to get Government to allow the railway to exact from the contractors, Messrs. Brassey, a guarantee of maintenance for three years. But oh, dear no! Government would not think of incurring the expense of the guarantee. What happened? Several bridges, as I have said, embraced the first opportunity of giving way and so the Government blundered doubly. They put the bridges in the wrong place and they refused on economical grounds forsooth to allow the railway insure themselves against the risk they ran in doing so. (Laughter.) It is in such ways that money is lost in this country, by hasty ill-advised resolutions, and by narrow short-sighted ones. Look at what has been lost by the rash and ill-considered decision to make the Indus Valley and Peshawur lines on the narrow gauge. They have had to be reconstructed at an enormous though so far unknown cost—it is said about two millions sterling,—a sum which would represent the saving in first cost between broad and narrow gauge on ten railways such as the Ahmedabad and Ajmeer line. (Applause.) Look again at what has come of the shortsighted opposition of the Government to the G. I. P. Railway's getting additional engines? That is one of the main causes of the present block, with the consequent high prices and loss of trade. (Applause.) And yet General Strachey deprecates the interference of English Civil Engineers in Indian matters. What can they know, he says, of the wants—moral, social, or material—of India and its people? What, I ask, did the Indian officials, with all

their knowledge of the facts of Indian life, know of the probability of an enormous increase in the grain and seed trade of this country? (Applause.) It is almost comic, if it were not painful, to hear those whose opinions or actions determine the course of affairs, talking of the traffic of India being exclusively in articles light in weight, small in bulk, and great in value, as compared with the traffic in England. This assumption runs all through the argument of Mr. Thornton, of Mr. Rendel and of General Strachey. It is to be found also in the opinions of the Duke of Argyll and Lord Salisbury, and is the main reason why they decided on the narrow gauge. Now I don't blame the two Secretaries for India for holding this notion, for they have never been in India and must trust for their information to their official advisers. But what I do complain of is that men like General Strachey and Mr. Rendel should object to English, and generally to any non-officials, venturing to criticise their opinions. (Applause.) That official intolerance of criticism is one of the curses of this country. It is quite true that at that time the grain traffic of this country was not large, and no one would have found fault with General Strachey if he had not claimed superior knowledge and foresight. But when non-officials who are men of real and not pretended foresight, point out that provision should be made for possible developments of traffic in the future, and when these far-sighted officials confidently deny the possibility of such increase, and get Government to act on this opinion, then, I say, we do justly complain. (Applause.) In regard to the districts to be traversed by these narrow gauge lines you will find over and over again in minutes and reports, and papers and speeches by Government officials that there was no chance of traffic increasing. Mr. Rendel speaks of the people being too poor to travel, and of the country as only producing enough for its own consumption. Mr Thornton calmly assumes all this—all his statements are assumptions,—and he and the others made this one of the main grounds for adopting the narrow gauge, which they all admitted would not suffice for a heavy traffic. Some gentlemen—I think Mr. Rendel —confidently predicts that all the Indus Valley traffic will continue to go by the river, and that the traffic on the railway will consist only of perhaps a bale or two of cotton down and a few "notions" up. I should be curious to know whether this gentleman is of the same opinion now, and whether he knows that it is the general belief that the Indus Valley line, even on the broad gauge, will be quite unable to overtake the enormous traffic in grains lately developed by the Punjab. Last year the Sind, Punjab and Delhi Railway people at Lahore told me that they had to raise rates for their traffic towards Kurrachee to such an extent as to divert it to Calcutta—a journey longer by hundreds of miles—merely because they could not carry it. And this was not to any extent in famine traffic as was shown by its being directed to Kurrachee. It was a regular export traffic not in any way exceptional, but likely to increase rather than diminish, as any one will see who reads the Punjab Administration reports, and finds that the acreage under cultivation is increasing by hundreds of thousands of acres yearly. In the spring of 1875 the increase was three quarters of a million of acres chiefly put under wheat. That this increase is greatly owing to the

railways, I am informed by a gentleman lately a Commissioner in the Punjab, and therefore in possession of long experience and intimate knowledge. I have just been informed that the work on the Indus Valley line has again been stopped. I would refuse to believe that, with famine in the land, and the completion of every possible line of communication a matter of vital importance, so egregious a blunder could be committed, were it not that we have had unhappy experience of so many like it. The fact is that India is only just beginning to export agricultural produce, and the railway between this and Delhi will become at least as great an outlet for such produce, furnishing as it does the shortest way from the rich regions of the North-West to the cheapest port in India, along what will be one of the cheapest lines. And it will have the remarkable feature that it will be one of the few lines in India which will have a large return traffic. Bombay has become a large producer of cotton fabrics, and it is a great harbour for the import of English goods. Delhi is the great piece-goods market of the North-West and may even come, like Cawnpore, to manufacture for itself, taking Bombay cotton, and so what is a weak point in many other lines will be a strong point here. We are convinced that a narrow gauge will be entirely unequal to the traffic which will arise. Mr. Carroll has shown that the traffic on the Rajpootana State Railway, which is at present a merely local line, ending at Ajmere in a *cul de-sac*, is already sufficient to justify a broad gauge line, and can we doubt that that traffic will enormously increase. We are convinced on every ground that sooner or later this great trunk line must be laid on the broad gauge. The broad gauge is very little dearer, taking cost of maintenance, &c., into account, perhaps no dearer, if so dear. The cost of haulage is less on the broad gauge by about ⅓. The figures as given in Mr. Carroll's pamphlet are as follows. The average cost of carrying a ton on these eight railways—Madras, Great Southern, G.I P., B. B. and C. I., East Indian, Eastern Bengal, Punjab and Delhi, and Sind, in the half year, June 1874—was 6·07 pies, the cost of the same in the half year ending December 1873 was 6·78 pies.. The cost on the Rajpootana State Railway in the half year ending December 1875 was 8·83 pies. Then the carrying capacity of the narrow gauge has been shown to be about four times less than that of the broad, so that on a line like this where there would be a very heavy traffic the narrow gauge would soon break down. Thus the narrow gauge on its own merits would be unsuitable for the traffic on the line, but when in addition there would be a break of gauge the position becomes intolerable. I have said there was no necessity to dilate generally on the evils of a break of gauge because they were admitted in the abstract. Unfortunately they are not admitted by the narrow gauge advocates in the concrete, in fact, as they only proposed to introduce the narrow gauge when there would be little inconvenience from break of gauge, and as they have begun this particular line on the narrow gauge, it is quite clear that they did not realise the inconvenience in this case. Mr. Rendel indeed speaks of the cost of trans-shipment as the only thing to look to. "Retardation," he says, "is a matter of little

moment, and indeed would be rarely increased under the leisurely system in which Indian traffic is conducted." In view of the present circumstances of India such language is sheer madness. To use Mr. Thornton's expression applied to the opponents of break of gauge, can the Genius of Folly further go? I wonder whether this wise Mr. Rendel, who, as an official, has, like General Strachey, so intimate a knowledge of the wants of India—I wonder, I say, whether he knows of the starving Madrassees, buying the means of life at a price immensely enhanced by this retardation of which he speaks so coolly. I wonder whether he knows of the Government losing its revenue; of the ryot in Central India and the North-West unable to get the benefit of the good prices ruling; of the native dealers with ruin staring them in the face, from deterioration, loss of interest, and inability to deliver against contract; of the European merchant who has sold on England for certain shipment, and cannot get a pound to put in his ship though he and others have had large stocks lying up-country for months; of the probable entire cessation of the export trade of Bombay, unable to take advantage of the high prices ruling at home. What enormous sums of money actually lost, or that might have been gained, does this represent and all through retardation! And if it is so in the green tree, how it would be in the dry? If it is so with a trunk line on the broad gauge with no break of gauge, how would it be with a trunk line on the narrow with in addition a break of gauge? Nor is it an argument to say that this present state of matters is exceptional. A great part of the block on the East Indian line, for instance, was mainly owing to the enormous traffic in grains and seeds to Calcutta, whence over 100,000 tons of wheat have been shipped this year to Europe—a hard fact for the gentleman who think India would never have more than enough for her own consumption. From all parts the increase in exports of grain is now enormous, and has been doubling and trebling itself every year and there is no saying when it will stop. The hitherto small port of Kurrachee has exported this year 20,000 tons of wheat alone, and Bombay is behind only on account of that retardation which Mr. Rendel thinks no evil. He and the other gentlemen, Mr. Thornton, and the rest who talked of the £1,600,000 that the Indian taxpayer was paying for the pleasure of the railways, will, I fancy, be rather surprised to find that the railway revenues have increased, so that there will probably this year be a deficiency of not more than £500,000, although with their farsighted view they never anticipated any reduction below the £1,600,000. If there is in the whole course of this controversy one thing more grotesque than another, it is the calling this payment a tax, when the fact is that owing to the railways the trade of this country, by which the taxpayers live, has been doubling itself every two or three years. The average yearly increase in railway receipts alone is something like 25 or 30 per cent. But even were the present state of matters altogether owing to the famine, it would not on that ground be fairly called exceptional, because famines every three or four years are now the rule. Within the last ten years there have been four in Orissa, Rajpootana, Bengal, and South India respectively. In the 17th century that famine in the Deccan which by weakening the Mahomedan kingdoms was one cause of the rise of Sivajee,

lasted 12 years. Of the military aspect of this question I think it is unnecessary for me to speak at length, as the decision to change the Indus Valley and Peshawur lines at the enormous costs I have mentioned, shows that Government have decided that a narrow gauge is entirely unequal to military requirements. I will only point out that this line will furnish, as Mr. Graham has pointed out, the best, shortest, and cheapest mode of conveyance of troops from the landing port of Bombay to the important districts of the frontier and the North-West, always the centre of disaffection. It will also be the shortest way for troops from Madras, whether ordinary reliefs or men summoned on a sudden emergency. I cannot believe that the military authorities will overlook this point. In an emergency of war it may be as important to have two lines of communication to the North-West, as it is now in an emergency of famine. There is only one other point which I need mention, the power of transference of rolling-stock which continuity of gauge secures. It is impossible to estimate the necessity of possessing this power, especially in a country like India, for emergencies—whether of famine, of war, or of trade. And now, gentlemen, I think I have touched on all the main points. I don't profess to have entered much into the technicalities of the question, but Mr. Mathew, who is to follow me, can do that. I will only ask what chance we have of getting our wishes in this matter. Well, I think our chances are good. Lord Salisbury is a man who has the interest of this country most deeply at heart, and a man who has always shown himself of most independent mind in cases where he had the means of forming an opinion. Moreover, we have reason to believe that he is giving this question very anxious consideration. Sir Richard Temple was a member of Lord Mayo's Council when the narrow gauge was decided on. But it appears to me that neither he nor any other of Lord Mayo's councillors need have any scruple on the score of consistency in the matter. (Applause.) Since that day circumstances have entirely changed. It has been proved that broad gauge railways can be constructed at litte greater first cost, and, considering everything, are certainly cheaper and infinitely more efficient than narrow gauge. But, more important still, it has been shown that the estimates of traffic formed at that time were entirely mistaken, and that there is now a certainty, on this line in especial, of an enormous traffic in that very class of goods, which it was never by its promoters contemplated that the narrow gauge would have to carry. Sir Richard Temple is a great deal too able a man not to see that conditions have changed, and a great deal too candid a man not to admit what he sees. (Applause.) It may be in the recollection of the meeting that a deputation saw His Excellency on this matter some three months ago. At the interview the Governor very carefully and judiciously guarded himself from expressing any opinion whatever, on the ground that he had not of late looked into the question. I am confident that now that he has, he will take a favourable view of our request. We are sure from what he has said that he will do so if he can. I have said that Sir Richard was strictly neutral at that interview, but he did the deputation a very important service. He discussed the matter very fully in all its aspects, and for the information of the

deputation—to give them a notion of the argument on the other side—he constituted himself, if I may say so, a kind of devil's advocate against the broad gauge. (Applause.) Just as the person appointed for that purpose at the canonisation of a saint, set himself to say all that could be said against the proposed saint, magnifying his faults and depreciating his virtues, so did Sir Richard Temple, putting himself as it were in the position of General Strachey, tell us in vigorous language what was to be said against the broad and for the narrow gauge. (Applause.) But after all it seemed that the chief argument had less of reason in it than of feeling. Sir Richard described in glowing language, which General Strachey himself might have envied, the original narrow gauge scheme, extending over all the region to the S. W. of Delhi, and between it and Bombay. Then he told of its planners being driven from position after position, from the Indus Valley, from the Northern Punjab, and from the Bombay-Baroda. And now he said they are reduced to one last stronghold—the Rajpootana line—and to that they cling with the courage of despair. But, gentlemen, when we find that, even with Sir Richard Temple's advocacy, the strongest argument is one of sentiment, we are assured that the hour of success has come, and if the garrison has nailed its colours to the pole, called, no surrender! And bidden defiance to the world, let us set ourselves shoulder to shoulder in close phalanx, and mount the breach in full assurance of victory. (Loud applause.)

Mr. F. MATHEW said—Mr. Chairman and Gentlemen,—I beg leave to second the resolution which Mr. Bryce has proposed, and I have peculiar pleasure in doing so in this large assembly of the leading inhabitants of Bombay. Your being here this evening is at least a proof of the interest which you now take in a subject which in my humble opinion is of great importance, not only to the people of Bombay, but also to the well-being of a vast population computed at twenty-five millions in Upper India. Whilst in late years railways have been extended in the more favoured districts of Bengal and Southern India, where there are already extensive inland waterways, in Western India little has been done, and the trade of Bombay has year by year suffered from want of communication with the districts for which Bombay is the natural outlet. On the advisability of urging on Government the early construction of the 305 miles of line between Ahmedabad and Ajmere, we are, I think, all agreed, and I hope also in the view, that uniform gauge should be adopted so as to afford an unbroken line of communication to join the main line system of Northern and Eastern India at Delhi or at Agra. I do not speak as an opponent of any gauge, as there are positions in which special gauges may be advisable; but I entertain an opinion that the trunk line between Bombay and Northern India should be on the standard broad gauge. If, on any given line the traffic is small and a low speed will suffice, you may have a cheap line of light construction with or without altering gauge. You are aware, gentlemen, that a battle of the gauges was fought out in England some thirty years ago. The great Engineer Brunnel there sought to widen the English gauge from 4 ft. 8½ in. to 7 ft., but the proposal was opposed by many of the leading railway managers on the ground that uniformity in gauge was essential to economical working. The results of experience

there have been that the break of gauge was found to be an intolerable nuisance, and the ordinary gauge of the country has been carried over the Great Western system. Even in England, however, there are exceptional cases where narrow gauge branches are still in use, as the Festiniog line where the traffic is all down hill and consists of slates of which full loads may be carried on small wagons. But for carrying the light bricky produce of this country on the main line, where a large traffic is a certainty and where a fair speed is desirable, a narrow gauge line is scarcely suitable. In treating the subject the Government of India unhappily substituted the words "narrow gauge" for the words "light or cheap railways." Cheapness of railways is not dependent on the width between rails, but on the rolling-stock to be used, the amount of traffic, and the speed required. It is true that the portion of main line built first in India cost some £17,000 a mile, but it is also true that broad gauge lines have since been built at one-third of that rate of cost. Having built for the B. B. and C. I. Railway Company 120 miles railway at a cost of £5,000 a mile, I may be permitted to speak on this point; and I would further mention that I have lately had plans and estimates prepared for 30 miles of railway in the Baroda territory; the cost for the 5 ft. 6 in. gauge is Rs. 29,000 per mile. In other countries also attempts at economy have been made by reductions in gauge, but the results were generally the reverse of satisfactory. In the United States of America, where over 70,000 miles of railway had been construct d at the end of 1873, various gauges were tried; but the standard is now 4 ft. 8½ in., and large sums have been spent to obtain uniformity. In Canada also the principal railways have been altered from the exceptional gauges adopted there to bring them into correspondence with the lines of the States, and it is expected that within a few years there will be only one gauge in the dominion. Sweden is another country in which various gauges were tried; but the construction of any railways on any other than the standard gauge 4 ft. 8½ in. is now prohibited. In the mountains of Switzerland there are some isolated lines on the metre gauge, but all railways which make connections with other lines must by law be built on the standard gauge of the greater part of Europe 4 ft. 8½ in. There are, I think, strong grounds for retaining for the main line system of India also a uniform gauge; but the narrow gauge may be suitable in some special cases. Within Rajpootana, between Khundwa, Indore, Neemuch, and Ajmere, and Agra, there will be a separate system of narrow gauge lines in length over six hundred miles, and a further proper extension of that system might be from Neemuch or Indore to Guzerat. Such a line would carry coals from Chanda for Guzerat and produce from Malwa to Bombay, and salt and tobacco from Guzerat to Central India, but would not probably have a heavy traffic or require to be worked at high speed. The Government of Bombay has already expressed opinion that the line from Ahmedabad to Agra should have been projected throughout on the standard gauge, and that the early construction of the line is of great importance to Bombay, the trade of the place being greatly hampered by the high G. I. P. tariff—a tariff which is forced on that company by the difficulties of their line as regards curves, gradients and ghaut inclines and consequent high cost of haulage. That

opinion has been frequently expressed by the Bombay Government, but the Government of India took no action. We have now a Governor of Bombay who will see that the interests of this Presidency are fully and strongly represented, and we may hope that the memorial prepared to be submitted from this great meeting of the inhabitants of Bombay will receive due consideration. (Applause.)

Mr. J. M. MACLEAN, who was received with applause, said—Mr. Chairman and Gentlemen,—I have long taken so great an interest in the discussion of this question, which has been before the community for a good many years, that I had great pleasure in responding to the invitation of the Committee to say a few words in support of the resolution, though I think Mr. Bryce has nearly exhausted the general argument against break of gauge, while Mr. Mathew has given us the benefit of his invaluable experience as to what can be done in making broad gauge railways. It is now thirty years ago since Lord Dalhousie, one of the greatest Viceroys India has ever had, prepared his scheme of trunk railways for this country, and I am sure he would have been intensely mortified if he had thought that after the lapse of such a length of time the citizens of Bombay were still discussing with the Government the question of having a railway through Rajpootana constructed on the broad gauge. (Applause.) It is not our fault that this is so, for the Bombay Government and the Bombay public have been so constant and unwearied in their demands for the construction of this line that I remember the Government of India a year or two ago writing back and telling us that they had heard all they wanted to hear about the construction of this line, and that they did not want to hear any more on the subject. (Laughter and applause.) I daresay the line would have been constructed several years ago if the Government of India had not taken alarm at the expenditure incurred through guaranteed interest before the concession for this railway had been granted to any guaranteed company. It was Lord Lawrence's Government that first began to take alarm at the magnitude of the annual payments on guaranteed interest, and General Strachey afterwards improved the occasion by persuading Lord Mayo's Government to come to the unlucky determination to take the whole construction and management of the railways of India into their own hands. I call this resolution an unlucky one, because I think it was a great mistake to dispense with the agency of the guaranteed companies, which up to the introduction of the State Railway system had worked very successfully in India. The most important point in the construction of works in this country is that they should go on regularly from year to year. That was secured by the working of the guaranteed companies. Even throughout the troublous times of the Mutiny, the construction of railways went steadily on, simply because the work was in the hands of companies who were perfectly independent of fluctuations in the Indian revenues. All this has been changed, and we have seen within the last three or four years financial calculations upset at one time by famine, at another by the depreciation of silver, so that everything is irregular, nothing is certain, and instead of having railways constructed for thousands of miles by guaranteed companies, we have now only hundreds of miles constructed by the

Government of India. (Applause.) I think, therefore, it may be argued that the State has not acted for the benefit of the country by taking into its own hands the construction and management of railways. Another point worth consideration is that the Government of India were misled by the prospect of making a great profit out of these State railways, because they considered that the average cost of the guaranteed railways had been about £17,000 a mile, and that they could make their own railways for £5,000 a mile, so that they might have railways which, instead of having the burden of guaranteed interest to bear, would be really most profitable concerns They forgot, however, to consider the great difficulties which the guaranteed companies had to encounter when they first attempted to make railways in this country. The engineers who were sent out here had really to face an entirely new work. They had to create a new industry and a new science. When you consider that the constructors of the Bhore Ghaut had sometimes as many as 40,000 labourers to look after, and that having to do this in a strange country must have been a new experience to them altogether, the difficulties which the pioneers of our Indian railways had to encounter may be perceived. The whole country was without roads, and before the engineers could get their materials they had to cut down jungle and make pathways where these were unknown before. Through great deserts, and through pathless jungles, these railway pioneers had to make their way. Sickness carried off hundreds of men, and the survivors had to be content with a life spent in places wholly uncivilised. All the difficulties of scaling mountains, working a way through malarious jungles, and bridging great tropical rivers had to be overcome by the engineers of these companies, and it was perfectly natural that the task of overcoming these immense disadvantages should cost an enormous amount of money, so that it is scarcely fair for the engineers of the State to step into the enjoyments of the ripe harvest of the experience of the engineers of the guaranteed companies and to say that they can do the work very much cheaper for the country. (Loud applause.) However, even if we suppose it was a good thing for the State to take into its own hands the management of these great works, at all events it ought not to have gone a step further and introduced the great evil of break of gauge. That is entirely the work of General Strachey, and I daresay that when it was first brought forward, and it was proposed to have a great system entirely composed of narrow gauge lines, so as to embrace all the N. W. Provinces, the Punjab, Central India, and the greater part of Western India, a good deal might have been said in its favour. Mr. Molesworth, the Consulting Engineer of the Government of India, who is not himself an advocate for break of gauge, came out here when the resolution to make this unfortunate change had been taken, and he set himself to organise a system for reducing the mischief as far as possible. He drew a map of India, and the total length of line he wanted to be constructed upon the narrow gauge was about 4,000 miles. Of the whole of this scheme, much less than 1,000 miles, even including the Rajpootana line, can now be constructed on the narrow gauge, because line after line has had to be abandoned by the Government of India. As regards this

particular line the evil effect of what was intended to be done has been still further reduced, for lately, as you are aware, sanction has been obtained to the construction on the broad gauge of the section of the line extending from Ahmedabad to Pahlunpore. That is an important concession, and I have no wish to depreciate its value. A gentleman of some rank in the official world said to me the other day, "Can you not be satisfied with that concession?" and I replied that the more they gave us the more we wanted. "Our wound is great because it is so small." It is intolerable that a comparatively short narrow gauge line should be struck in between two important broad gauge lines, and inflict upon the people of Bombay all the bad effects of a break of gauge. (Applause.) Such a state of affairs is almost worse than if the whole line from Delhi to Bombay were narrow gauge. The concessions which the narrow gauge advocates have been compelled to make from time to time, down to this Pahlunpore concession, damage their cause effectually. It shows they have really no system to stand up for, and yet, for the sake of this 200 miles between Pahlunpore and Ajmere, they will actually split up an important highway of traffic! Look at the expense for the sake of which they would do such a thing. The figures as to the relative cost of broad and narrow gauge lines are disputed, and some officials argue that the question of expense makes it impossible to have any alteration carried out on the Rajpootana line. I think, however, that we may accept the estimate of the Consulting Engineer to the Bombay Government, who puts the difference per mile in the cost of constructing the Rajpootana Railway on the broad as compared with the narrow gauge at £1,200 a mile. That gives for the 200 miles that are now to be constructed on the narrow gauge a cost of a quarter of a million sterling, interest on which at 5 per cent. would be about £12,500 a year. Suppose you add as much again for the cost of altering the line from Ajmere to Agra to the broad gauge, and you have a total sum of not more than £25,000 a year to pay in compensation for getting rid of the break of gauge. (Applause.) I do not think the perpetuation of such an evil can possibly be worth the money. I believe if a concession to construct this line had been given to a guaranteed company even at a cost of £10,000 a mile, by this time the benefits to the country would have far more than compensated for the extra cost of building the line on the broad gauge. (Hear, hear, and applause.) One often hears it asked, what are these tremendous evils of break of gauge? I think they are chiefly military. I differ from Mr. Bryce when he says it does not matter to us much what the military aspect of this question is. We are all free citizens and interested in seeing that the security of the Empire is maintained in perfect condition. (Hear, hear.) We pay the taxes of this country, and therefore we are interested in seeing that our money is spent in such a way as to obtain for the country the advantage of having a secure and efficient Government. A gentleman in one of the local papers to-day says it is all nonsense talking about there being any military difficulties involved in a break of gauge. Well, I will not say anything on my own account on this question, but I may call your attention to a despatch which Lord Salisbury wrote in June 1874 with reference to Lord Napier's energetic protest and Lord Northbrook's protest

to the Secretary of State against the construction of the Indus Valley Railway and the Northern Punjab line on the narrow gauge. In that despatch, Lord Salisbury finally determined that the Indus Valley Railway should be altered from the narrow to the broad gauge, and in doing so he thus refers to the military question :— "With the exception of General Strachey, who speaks more with official and scientific, than with purely military authority, all who have spoken or written on the proposed break of gauge have agreed in earnestly deprecating it. And they are supported by two witnesses, Mr. Grierson and Mr. Allport, who are eminently qualified to judge whether a break of gauge would expose a large movement of men, horses, and material, to the danger of confusion." The Secretary of State then goes on in his *piquant* way to indicate the confusion that might arise from a break of gauge when bodies of troops happened to be on the move :—"It would not be wonderful if haversacks were to find their way to the wrong regiments and ammunition to the wrong batteries; or even if all the commissariat stores were to be accumulated with one detachment, and all the medical comforts with another. The exploit of the Crimean War might well be repeated, in which green coffee was sent to the regiments which had no roasters, and roasters were sent to the regiments which had no green coffee." (Laughter.) This confusion, as he shows, would arise from the fact that in conveying goods from a train on the broad gauge line to one on the narrow gauge line the capacity of the narrow gauge train would not be sufficient to carry up the whole of the goods at one time, and consequently large portions would be left at the station, to accumulate there and be mixed up with other consignments. Would there not be the same difficulties on the Ahmedabad and Delhi line? I think there would, and that the Secretary of State and the Government of India do not attach sufficient importance to the great military value of that line. We all know by sad experience the immense importance of the possession of Delhi to this country, and too much money cannot be spent in securing the safety of that city by connecting it with the great seaports of India, Bombay, and Calcutta. (Loud applause.) It might be necessary at any time for troops to be hurried up to the Punjab, N. W. Provinces, the N. W. Frontier, or to Central India, and the expedition required could not be obtained if the troops had to encounter two breaks of gauge in the course of their journey over the Rajpootana line. (Applause.) The idea that the broad gauge line to Peshawar secures the N. W. Frontier, and that no consideration need be paid to the gauge of the other lines by which in great emergencies that frontier line would have to be fed, is fallacious. As to the commercial aspects of the question, these have been very fully placed before you. One great result of the famine which has lately spread over the land has been to show the extraordinary capabilities for development of railway traffic in India. I suppose a few years ago no man ever anticipated what we see now, when our railways are actually compelled to curtail their passenger traffic and their ordinary goods traffic because they have more grain offered them for transport to the famine districts than they can carry. We are told that the great cause of this singular state of things is defective engine-power and that 140 more engines have

been ordered out from England to carry on the traffic. But at present there is clearly a block. Now, if you consider that broad gauge lines are capable of carrying four times as much as narrow gauge lines, you can easily imagine the terrible block that would be caused on a narrow gauge line in an emergency such as is now overtaxing the capacity of the G. I. P. Railway. (Applause.) I should think this argument must be one that has weighed considerably with the Governor of Bombay, and that has induced him to sanction the extension to Pahlunpore on the broad gauge. I think that the Government of India owes much to Bombay at the present time. The trade of this city has been greatly injured because Government has taken upon itself the responsibility of monopolising the carrying powers of the railways, so that the means of carrying on the natural trade of this great seaport are destroyed. (Hear, hear.) If the necessities of the case are so extreme that distress in Madras must be permitted to deprive Bombay of her trade, then it follows that Government ought to do its utmost to supply us with another and better means of communication than we have at present with the N. W. Provinces and Rajpootana, so that by bringing down the enormous supplies of that region, which is the granary of India, the people of Bombay may be relieved from the high prices from which they are now suffering, and their trade, which is the life-blood of the country, restored in such a manner that they may be able to bear that burden of taxation which I fear is now inevitable to defray the cost of this famine. (Applause.) That is an obligation which I think Government is bound to recognise, and I am therefore glad to see such an influential assemblage of Bombay citizens here to-day to combine in one final effort to obtain a concession that is essential to the continued prosperity of the trade of this great seaport. (Loud applause.)

Mr. BRYCE—I have one word of explanation in regard to what has fallen from Mr. Maclean. I think he must have misunderstood me when he thought I meant to depreciate the military argument. All I said was that as it had already been so fully recognised by the alteration of the Northern Punjaub Railway and the Sind Valley line, it was really not necessary for us to insist upon that view except in so far as to point out that this Rajpootana line would give us rapid communication with Delhi. I sympathise with all Mr. Maclean has said. I would also say that really the members of the Council of India who decided upon the formation of certain railways on the narrow gauge have no reason to be afraid they will be considered inconsistent if they now change their opinions. They acted originally under a misconception as to the cost of broad gauge line, founded on their experience of the cost of guaranteed lines at a time when the conditions of the country for the construction of new lines were singularly unfavourable. Moreover, since the days when the narrow gauge was so much in favour, railway traffic has developed in such a way that broad gauge lines have really become a necessity. (Applause.)

The resolution was put to the meeting and unanimously agreed to.

Resolution II.—Proposed by Mr. M. Mowat, and seconded by Mr. Raghunath Narayen Khote, that the following Memorial of the inhabitants of Bombay to His Excellency the Governor

of Bombay in Council be adopted by this meeting, humbly requesting His Excellency to urge upon the Government of India and upon H. M.'s Secretary of State for India the construction of the whole of the line from Ahmedabad to Delhi on the standard gauge, and the great importance to this Presidency of an immediate commencement and vigorous prosecution of the work:—

To His Excellency Sir RICHARD TEMPLE, Bart., K.C.S.I., Governor of Bombay in Council.

The Humble Memorial of the Inhabitants of Bombay.

Respectfully Sheweth,—That we are grateful for the sanction which has at last been accorded by Her Majesty's Secretary of State to the construction of a railway from Ahmedabad to Ajmere: but, as we learn that the sanction is for a narrow gauge railway, we desire most respectfully, but most earnestly, to submit that the interests of this City and Presidency demand that the whole of this line should be made on the standard 5½ ft. gauge.

That while the metre gauge is doubtless well-suited for tributary local lines having a limited traffic, it would be ill-adapted for the vast and expanding traffic of this main line of through communication, which will connect Upper India with the chief port of the Western Coast, and shorten the distance between Delhi and Bombay by 350 miles. Whether we regard the fertility and populousness of many of the districts through which it passes, or the encouragement which the great saving in the cost of freight by land and sea will give to the trade of India, and particularly to its export trade, now undergoing remarkable development, it is probable that this line, when completed, will attract a more extended traffic than any other railway in India, and for the efficient moving of which a narrow guage railway would be inadequate.

That narrow gauge railways are now considered unequal to the efficient moving of troops and material in times of war; and Government, in its consequent change of policy, has adopted, at great loss, the broad guage, on the Indus Valley Railway, and is reconstructing, at enormous cost, the narrow gauge railway from Lahore to Jhelum, on the broad gauge. This line furnishing as it will do the shortest route from Bombay and the south of India to the districts of the N. W. and the Frontier, will become highly important in a military aspect, and its construction, even for military purposes alone, ought to be carried out on the broad gauge, on the same grounds as has been done with the Punjaub line.

That the remoteness of the districts which this main through line will traverse, and their liability to be affected with drought or famine, render it in the highest degree inexpedient that it be constructed on any other than the standard 5½ ft. gauge. In 1869 the districts of Rajpootana were afflicted with a terrible famine, and another famine appears to be at this moment impending. The facts brought out in the famine traffic of the last eight months have proved that three well-appointed broad gauge railways—the East Indian, the Great Indian Peninsula, and the Madras—have been scarcely equal to the task of supplying Southern India with food, and that, if the obstruction of a break of gauge had inter-

vened, they would have failed altogether to meet the necessities of the case. These Railways have, however, been unable to overtake at the same time their ordinary traffic: thousands of tons of grain and seeds have for months, to the great loss of the owners, been lying at the stations of the E. I and G. I. P. Railways awaiting transport,—a circumstance which may seriously injure the export trade of the country. Had they been narrow gauge railways, it is unlikely that any addition to their rolling stock would have enabled them either to meet the requirements of the famine-stricken districts, or to move their ordinary traffic, for the multiplication of trains on single lines of railway would have greatly increased the difficulties which had to be contended with.

That it is of great importance, in the interests of the people of India, where famine is of such frequent occurrence, that all the main through lines of communication should be constructed on a uniform gauge, so that the rolling-stock of every line should be available in any emergency, whether of war, famine, or trade. The Western Rajpootana Railway, on the broad gauge, is the only line wanting to complete this system.

That, in the keen competition of other countries, it is of great importance, in the interest of the Imperial revenue, that the Indian export trade should, in every possible way, be facilitated and encouraged; and the history of that trade during the last three years shows how largely it has been augmented by the removal of restrictions. It is therefore much to be regretted that the railway from Delhi to Ajmere was made on the metre gauge, for every break of gauge implies an increased burden on the merchandise passing over it, in the expense and delay of transhipping it and in the risks of loss and injury. If such obstructions were removed, the saving in the cost of conveying goods by land 350 miles, and of perhaps 20*s*. per ton of steamer freight from Bombay to England, compared with the rate from Calcutta, would naturally give a great impetus to the export trade of India and to the prosperity of this port.

That while these advantages would be derived from this main line of through communication on the standard gauge, the sole reason assigned for adopting the metre gauge is that there would be a saving in the first cost of making the railway. Experience, however, now shows that the average maximum train load of broad gauge railways in India is about twice and a half that of the narrow gauge, and that the speed is about fifty per cent. greater. It follows that the admittedly very small saving which is effected in the making of a narrow gauge railway over a level country is more than compensated by the cost of the additional rolling-stock required for a heavy traffic, and that the cost of working the line with such a traffic must also be much greater than the cost of working a broad gauge railway.

That since the time when the narrow gauge system was first planned a great change in the conditions of trade has taken place. At that time the sufficiency of the narrow gauge was insisted on on the ground that the goods likely to be carried would be high in value and small in bulk. It was admitted by all the advocates of the narrow gauge, in the various discussions, that if there were a probability of the traffic being at all like that of England in goods

large in bulk and small in value, the evils of a break of gauge would be enormous and the narrow gauge unable to do the work. But within the last year or two these very circumstances have come about, and there is now an immense traffic in goods large in bulk and small in value. A large portion of the traffic over this line will be of this kind, and the advocates of the narrow gauge system ought not therefore to feel any difficulty in now espousing the broad gauge scheme on the score of consistency, the conditions being now entirely altered.

That, in addition to these impediments to the uninterrupted flow of trade to Bombay by a uniform gauge, we desire, in conclusion, to lay before your Excellency the great injustice under which this City and Presidency are suffering,—and will continue to suffer, until through communication with Upper India is completed—in the construction of the State Railways from Delhi and Agra to Ajmere, which penetrate the northern districts of Rajpootana, and are connected with the railway system extending to Calcutta. In former years, there was a considerable traffic between Bombay and those districts, which in consequence now finds its way by the circuitous routes of Kurrachee and Calcutta.

For these reasons your Memorialists most humbly entreat your Excellency to urge upon the Government of India, and upon Her Majesty's Secretary of State, the earnest desire of the inhabitants of this City and Presidency that the whole of the line from Ahmedabad to Delhi be constructed on the standard 5 ft. 6 in. gauge, and that the work be commenced as soon as practicable and vigorously prosecuted to completion.

And your Memorialists, as in duty bound, will ever pray.

Mr. M. MOWAT said—Gentlemen,—Whatever difference of opinion there may be as to the comparative merits of either the broad or the narrow gauge for railways, the gentlemen who have spoken before me have borne strong testimony to one point—namely, the great evils to which a country may be subjected by break of gauge. And in India with 6,764 miles of railway already constructed, out of 9,415 miles sanctioned (768 miles being with a double track), we have no less than three different gauges. We have the old lines on the standard gauge—namely, 5 ft. 6 in; a short railway on a four feet gauge, and several of the State lines on the metre or 3 ft. 3⅜ in. gauge. It has been clearly pointed out in the recent memorials of the Chamber of Commerce as well as in other representations to Government that, in a country like this subject to great emergencies, it is highly desirable that the whole of the rolling stock of the country should be such that it will be available wherever an emergency arises. And with a break of gauge this great advantage is lost. (Hear, hear.) Let me point out what the emergencies are. Beginning with the scarcity in the North-West in 1860, we have had no less than six famines—(some of them of great magnitude)—during the past 17 years, and but for the assistance of railways the distress would have been great in the extreme. Others have referred to the military advantages, and it must be borne in mind that the rolling-stock of this country is very small. Until lately we had only 1,400 locomotives and

30,000 wagons. No doubt there has been a fair increase of late, but the wants of the country call for a further increase. Look at England. There are 16,872 miles of railway open and the locomotives number over 11,000; the wagons and passenger carriages over 360,000. To revert to the question of gauge, it is often said, that, as a smaller gauge than 5 ft. 6 in. is used at home, less could be done with here. Gentlemen, England got its gauge as it were by an accident. Stephenson fixed upon 4 ft. 8½ in., because that was the width between the wheels of a common country cart, and of the wagons used at the collieries. But it must not be forgotten that many of the eminent engineers of that day were in favour of a broader gauge; the Rennies preferred 5 ft., and part of the Eastern Counties line was constructed on this gauge; and, as has been stated by Mr. Mathew, Mr. Brunnel preferred 7 ft. for the Great Western. Later on the great battle of the gauges took place with keen feelings on both sides. The fact that supporters of the 4 ft. 8½ in. gauge ultimately carried the day, and that the Great Eastern and Great Western lines have now adopted the 4 ft. 8½ in. standard is more owing to the difficulty in dealing with through traffic (the great part of the English lines being 4 ft. 8½ in.) than to any superiority in the English standard to a broader gauge. Speed is of vast advantage, and trains have been run on the Great Western at something like 80 miles per hour. A public Act was made in 1846 fixing 4 ft. 8½ in. as the standard gauge for Great Britain and 5 ft. 3 in. for Ireland. Railways for India were then engaging attention and 5 ft. 6 in. was fixed upon; the authorities here wanted a greater breath, while at home the directors of the East India Company were in favour of less. It was thought that what had been done up to this time would prove sufficient, and the question of gauge would in all likelihood lie dormant. In this, however, we were disappointed. A horse tramway which had been made at Festiniog in Wales in 1832 on a gauge of 1ft. 11¼ in. for the purpose of bringing down slates and minerals, was supplied with locomotive power in 1863. The result was successful, the line paid well, and the attention of engineers was at once attracted to this wonderful railway. I hear, however, that the charges made for carriage on this line are heavy, and if the same rates were made on a broad gauge railway, they would tell in favour of the latter. The supporters of the narrow gauge had for a time a great run of luck: narrow gauge lines were adopted in America, Belgium, France, and elsewhere; and in 1870, the Government of Lord Mayo caught the infection, and it was arranged that, the new State railways should be made on the metre gauge—a result which from both a political and commercial point of view is of great disadvantage to the country. And what are *the* supposed advantages of the narrow system? At the risk of repeating some of the arguments so well put forward by Mr. Bryce, I shall give you such views as I have been able to gather. It is stated, first, that there is great *economy in first cost and in working*. The difference in cost of construction, as Mr. Maclean has put it, does not exceed Rs. 12,000 per mile, and looking at the late reduction in the price of iron (for rails can now be had at £5-15 per ton)] I think even this figure is subject to modification. And as the broad gauge is undoubtedly a better article it is worth

more than the difference. Mr. Carroll in a paper of great ability, which deserves to be widely circulated, has answered the second point. Instead of the expenses being less in India, they are decidedly greater. The second argument is, *saving in haulage*. Mr. Carroll's views are clear on this point and they are in favour of the broad gauge. The third reason is—*that sharper curves are possible so that a route may be chosen with advantage*. As this line runs through a flat country, the construction will be easy and the curved few and far between. Even the supporters of the narrow gauge doubted whether light lines were suitable to a thickly inhabited district, or where the traffic might be heavy, or where express trains might often be required. With regard to this railway, one thing may safely be calculated upon—the traffic will be heavy. The line will bring us into direct communication with the North-West Provinces and the Punjab, and be the means of attracting large quantities of seeds, wheat, and other grain to Bombay, in addition to the internal traffic. And this business is rapidly increasing. Last year India stood third in the list of importers of wheat into Great Britain—with a total of 163,994 tons; and, in addition to this, large shipments were made to Belgium and France. The exports of linseed reached 237,787 tons, and the shipments of both wheat and seeds with cheap carriage are likely to be very greatly increased. With regard to the construction of this line, it has been argued: As you have the narrow gauge from Delhi and Agra to Ajmere, it matters little whether the line is carried westward from Ajmere on the narrow gauge, or eastward from Ahmedabad on the broad gauge. It matters a great deal. The volume of the traffic will be towards Bombay, and the further the narrow gauge is from the seaport, the less money there will be to pay for the transhipment of through goods. And let us try and gather an idea of what this through traffic may be. The traffic on all the lines in India is increasing enormously: the Great Indian Peninsula Railway last week showed an increase of no less than 19,000 tons. Admitting the modest figures of 250,000 tons per annum as through traffic on this line to begin with, seeing there are two changes, the above at one anna per ton for each change would reach Rs. 31,250, and if to this you add a reasonable amount for delay, you will obtain figures which will go along way towards meeting the interest on the extra cost of a broad gauge line as compared with a narrow one, and also of reconstructing the line from Ajmere to Delhi on the standard gauge as referred to by Mr. Maclean. The strong arguments against the adoption of the narrow gauge in addition to breaking the gauge of the country seem to me to be—First, *want of speed*. It is doubtful whether the narrow gauge can be worked in this country at a speed above 20 miles per hour. The carrying capacity of the line would therefore be limited (or as calculated by Mr. Carroll between two-fifths and one-fourth of that of the broad gauge), and as only a limited number of trains can be run per day according to the system adopted in this country, the traffic at no very distant date would suffer very severely. A change would have to be made sooner or later, and the first expense is always the least. It is never too late to mend—and of late Government has become familiar with changes to its cost. The Northern Punjab Railway was first laid on the

grand trunk road on the standard gauge; shortly afterwards the metre gauge was adopted; again a final change has been made to the broad gauge. The Indus Valley line has been converted from a narrow to a broad gauge line at an enormous outlay. Gentlemen, the line which we now ask to be made upon the broad gauge was one of the trunk lines of the celebrated Marquis of Dalhousie, and recommended by him in his famous minute as of great political and commercial value. (Hear, hear.) Railways make traffic wherever they go. In addition to the development of the country and the vast good done by railways, it must be observed that while some branches of the revenue show a decrease, the incomes of the railways are steadily increasing. That deficit as between net revenue and interest which Mr. Bryce mentioned as being something like £1,600,000 in former years, is likely to be reduced to £500,000 this year—a small sum certainly, looking at the benefits which the country has reaped in return. The East Indian and Great Indian Peninsula Railways, although costly, compare favourably with any of the lines at home. No money can be better spent than in a useful railway, and this description of property will prove of the highest value hereafter. Mr. Carlyle has truly said that "Tools and the Man," and not "Arms and the Man," is the great epic of the age, and there is certainly a vast field before the engineer in India. Instead of 6,700 miles of railway, we have room for 67,000 miles; and as illustrating what perseverence can do, I may mention that in the United States of America there are over 78,000 miles already constructed; and with regard to roads, instead of 40,000 miles (a large portion being only fair weather roads) we have room for 400,000 miles. And these are not the only fields for enterprize; there are many others. We therefore urge upon Government the construction of this line on the standard gauge, because it will be one of the trunk lines of India and will command a large volume of traffic; the saving in first cost will be more than compensated by other advantages of both a political and commercial nature; this railway will be the means of increasing the trade of India at the very time her finances require strengthening; and it will add in no small degree to the prosperity of this great port in which we have all so deep an interest. (Cheers.)

Mr. RAGHUNATH NARAYAN KHOTE said—I rise to second this resolution, and beg to observe that the only ground on which the proposal to introduce the narrow gauge railways can be sustained, as far as I can see, is one of economy, if it really be economy at all. I am not able to see that the proposal can be justified on any considerations of State policy or commercial convenience. Indeed, these considerations, with all deference to the authorities from whom the proposal has emanated, I venture to think are all the other way. The railway is a boon to this country, which its subjection to the English rule has happily conferred upon it. (Cheers.) To recount the numerous advantages of railways to countries in which they exist in a political or commercial point of view, would, when I am addressing a large concourse of people, of intelligent gentlemen, such as is present in this hall to-day, who have for nearly a quarter of a century enjoyed and practically realized in their persons in this country their benefits,—I say to recount to you,

gentlemen, these benefits would, I am sure, be a work of supererogation on my part. That railways have proved in every respect a boon, that they have now become an absolute necessity to us, and a thing vitally essential to our political security, and to our commercial prosperity, must be taken as an accepted and recognised fact. What we assemble here to-day for, is, in the first place, to congratulate ourselves upon the projected extension of that institution. We have but too great reason to feel grateful to the authorities, who hold the reins of Government, and the strings of our national purse, for their endeavouring to make that extension possible. We find, however, that whilst on the one hand the Government are disposed to make the extension of the railway from Ahmedabad to Ajmere, they are on the other hand, with a view to a saving in the first cost of the work, bent upon making that extension upon what is familiarly known as the narrow gauge. We are so fully conscious of the immense advantages of a railway that we are naturally anxious about the consequences of the adoption of the narrow gauge in this extension, in respect of its efficiency or otherwise. We are persuaded that these consequences are both numerous and serious, and it is therefore our duty to protest against its being adopted. (Hear, hear.) In these days of want and famine, of public misfortune and fiscal embarrassment, it is not without due deliberation that we ought to raise our voice and call upon the Government to enter upon a work, the carrying out of which will involve an increased expenditure of many lacs of rupees. It would be a hampering of the action of the authorities, a needlessly,—I would even say,—a hurtfully, obstructive attitude for us to assume at a time of difficulty and even embarrassment, unless we were quite sure that Government would fall into a serious error. Indeed, we should not be justified in creating this agitation unless we felt sure that Government were about to take an almost irrevocable step in the wrong direction; that they were going to adopt a measure which, though at present inviting as effecting a saving of expenditure, was, nevertheless, to be regarded as a measure altogether of false economy, calculated in the long run to prove itself a perpetual clog,—a drag upon commerce,—and an obstruction in times of political danger. (Applause.) We must not offer any opposition to the measure contemplated by Government unless, I repeat, we are convinced, beyond a shadow of doubt, that in times to come it was calculated to justify a stricture upon Government, that they have acted upon, if I may express it in the homely way, as Mr. Bryce, who preceded me, as already done—namely, "a penny wise and pound foolish policy." (Cheers and laughter.) Now, I firmly believe that the adoption of the narrow gauge, however it may allure the Government authorities in its favour from its promising to save a few lacs of rupees, will be, as far as commerce is concerned, nothing short of a "blunder." (Cheers.) As a man who has spent all his life in commerce, I think I may venture, without risk of being thought presumptuous, to express a decided opinion that the effect of the narrow gauge is certain to be seriously prejudicial to the interests of trade. (Applause.) The changing,—the shifting,—with its consequent risk of loss, of delay, or deterioration, of every single package of merchandise, whilst it is loaded and unloaded

again, backwards and forwards, must be such a continual operation, that nothing but a short-sighted statesmanship could endure the thought of departing from the standard gauge. (Applause.) This is the case in connection with the goods traffic. But, gentlemen, if you only contemplate,—simply conceive,—the trouble, obstruction, inconvenience, delay, not to speak of vexation and danger, in relation to the passenger traffic, you would not fail to characterize that statesmanship as not merely short-sighted, but positively blind. (A laugh.) I can attest in person the nuisance of passengers being obliged to shift from one carriage to another, or from one train to another, bag and baggage, and the trouble, and often loss, which all this shifting entails, sometimes at dead of night in the most piercing cold, at others, by mid-day in the blaze of a scorching sun when passengers are hustled about from place to place, especially the third class passengers, with their luggage on their backs,—(cheers and laughter)—I say the nuisance of all this is so great as to be no adequate counterpoise for the expected saving. The lordly first class passenger, who lolls about in his snug and comfortable little reserved carriage—(a laugh)—with well-appointed conveniences, and with a retinue of attendants to look after his luggage, can hardly realise in all its proportions this nuisance to which his less favoured fellow passenger is subjected. Unmindful of all this, those in power plan and propose on the cool heights of Simla, and a dash of their pen is sufficient to entail all these evils on the thousands of ryots, who resort to the railway and who suffer most from the departure of the standard gauge, and the adoption of the narrow gauge. A dash of their pen, too, is sufficient to entail on commerce a heavy drag. (A laugh.) Whilst I can speak with confidence upon the commercial aspect of this question, I might perhaps be thought to be exceeding my bounds, if I attempted to speak as confidently of the evil consequences of the narrow gauge railway in its political aspect. Yet, it will be easily seen, without much study or technical knowledge, that in a time of trouble and danger threatening the State, when celerity is the essence of all success, troops and horses and heavy pieces of artillery, military stores, and whatnot, can be despatched on the standard gauge from one end of the continent to another, with far less trouble, delay, and inconvenience, than if they had to go through a process of unloading and loading again, simply because their path had happened to become narrower by the narrow gauge having come in their way. This is, however, in times of political danger; but even in times of peace, the consequences of a break of gauge might prove unspeakably disastrous. If in this time of famine, it had come in the way of the transport of grain from one market to another, it would have been the source of the loss of many lives. Even, as it was, our railways have been worked to their uttermost powers, and yet we saw only, a few months ago heaps and heaps of grain lying piled up on the stations and in the goods yards, the railways being unequal to the emergency. (Applause.) Just imagine that they had the evils of the narrow gauge to contend with into the bargain, and picture to yourselves the thousands of souls perishing from want of grain at one end of India, whilst an abundance, sickening to look at and rotting for want of means of transport, was lying

boarded at another end. (Loud cheers.) All this is worthy of consideration, .. gentlemen, whilst the powers that be are not irrevocably swallowed up in the narrow gulf of the narrow gauge from a narrow-minded policy. (Cheers and laughter.) The memorial we have before us is framed with the view of giving them this timely warning. Let us hope that it will have the ardently desired effect. I think I shall do better by at once seconding the resolution, than by expatiating any further upon the advantages of the uniform standard gauge. Remember, gentlemen—and the powers that be will do well to remember too—that the few hundred thousand rupees, which will be the additional first cost of resorting to the uniform standard gauge, will be but a trifle in comparison with the immense advantages and conveniences, which will flow from it, to commerce, to the passenger traffic, and to the State. (Continued applause.)

Mr. MOWAT'S proposition, on being put to the meeting, was carried unanimously.

Resolution III.—It was next proposed by Mr. Mancherjee Nowrojee Banajee, and seconded by Dr. L. P. D'Rozario, that the Hon. Walter Lang, Sir Jamsetjee Jejeebhoy, Bart., Byramjee Jeejeebhoy, C.S.I., Dinshaw Manockjee Petit, J. M. Maclean, and C. H. B. Forbes, Esqs., the Hon. Sorabjee Shapoorjee Bengalee, Kessowjee Naik, F. Mathew, and J. A. Bryce, Esqs., the Hon. Becherdas Ambaidas, C.S.I., Edward Sassoon, P. M. Mehta, Cumroodin Tyebjee, Raghunath Narayen Khote, E. D. Sassoon, Nanabhoy Byramjee Jeejeebhoy, Ahmedbhoy Hubibbhoy, Grattan Geary, Mancherjee Nowrojee Banajee, Morarjee Goculdas, and M. Balfour, Esqs., Dr. T. Blaney, and Nusserwanjee Manockjee Petit, Esq., are hereby appointed a deputation from the inhabitants of Bombay to present the Memorial to His Excellency.

Mr. MANCHERJEE NOWROJEE BANAJEE said—Mr. President and Gentlemen,—After what has fallen from the speakers who have preceded me, and who have so ably argued the advantages which would obviously result from the construction of a broad gauge railway, I think I would only be wearying the audience were I to travel over the same ground. This battle of the broad and narrow gauges has been most vigorously fought by the redoubtable champions on each side, but the time has now come when once for all the issues should be decided; and the sooner the better. It is needless to say that the final victory ought to lie with the advocates of broad gauge lines, as has been so forcibly, ably and exhaustively pointed out by Messrs. Bryce, Maclean, and others. I have, gentlemen, given some attention to the subject, and have had also some practical experience of travel in a narrow gauge train from Agra to Jeypore in January last; and I can conscientiously say that it would indeed be a short-sighted policy to ignore the immense, I might say, overwhelming advantages of a line constructed on the broad gauge, both during times of peace and war. The memorial in itself is exhaustive of the *pros* and *cons* of this much debated subject, but it is to be hoped the influential deputation, composed of men of great practical and business ex-

perience, would further strenuously urge on His Excellency how great are the political and commercial advantages of the line being constructed on the broad gauge. From what we all know of His Excellency's great solicitude to advance the material prosperity of the important Presidency he has been called upon to govern, and of his great liberal sympathies and also of his great political forsight and sagacity, we have no doubt that he will give the subject of the memorial the favourable consideration it deserves, and urge upon the Government of India and upon H. M.'s Secretary of State the earnest desire of the people of this Presidency that the whole of the line be constructed on the standard gauge. (Applause.)

At the request of Mr. K. N. Kabrajee, the names of Sir Mungaldas Nathoobhoy, the Hon. Rao Saheb V. N. Mandlik, and Messrs. C. N. Cama and Nowrojeb Furdoonjee were added to the deputation; and Mr. Mancherjee's proposition was thereupon carried unanimously.

Resolution IV.—It was next proposed by Sir Jamsetjee Jejeebhoy, Bart., and seconded by Mr. Nanabhoy Byramjee Jejeeboy, that the memorial and the proceedings of this meeting be printed, and that copies thereof be sent to the Government of Bombay, to the members of the Viceregal Council, and of the Council of H. M.'s Secretary of State for India, and to persons of influence who interest themselves in the welfare of this Presidency.

Sir JAMSETJEE JEJEEBHOY, who on rising to move the resolution, was cheered by some of the Parsees present at the meeting, said—Mr. Chairman and Gentlemen,—The speakers who have preceded me have enlarged so fully on the advantages of having the whole of the contemplated line of railway from Ahmedabad to Ajmere constructed on the standard 5 ft. 6 in. gauge, that it would be presumptuous in me to attempt to add any arguments in support of the purpose for which this meeting has been called. The remarks which have been already made on this subject and the memorial which has been adopted by this meeting have exhaustively reviewed the whole subject under discussion. It only remains for us, therefore, now to place copies of our memorial and of our present proceedings within the reach of every influential person who is either connected with the Government of this country, or who by local knowledge of this Presidency and its requirements will be disposed to give all the support in his power to further the important object which we all have in view. (Applause.)

Mr. NANABHOY BYRAMJEE JEEJEEBHOY next addressed the meeting. He said—Gentlemen,—I have great pleasure in seconding this resolution. Government have been pleased to sanction the construction of the first section of the Ajmere line,—viz., that between Ahmedabad and Pahlunpore on the standard 5 ft. 6 in. gauge. This is indeed very gratifying, inasmuch as the local traffic will now receive that accommodation to which its extent entitles it. The through traffic however, I am sorry to say, has not yet received the same consideration at the hands of Government, although it is one of greater value. Government still

intend, it is apprehended, to construct the line north of Pahlunpore on the narrow gauge, evidently on account of the saving in the first cost of the line. Judging, however, from the fact that extensions on the broad gauge have been recently made in Guzerat, by the B. B. and C. I. Railway for only Rs. 50,000 per mile, the saving, if any, will be trifling, whereas the cost of working the traffic will be much in excess of that of a broad gauge line, and as this is a permanent charge, it requires greater consideration. Wherever the traffic of a country can be fully met by trains of small carrying capacity, it would of course be simply waste of money to provide expensive locomotion far in advance of the requirements, and in such a case, a narrow gauge line, with all its shortcomings, would probably be adopted, but in respect of the line from Ahmedabad to Ajmere, over which no end of traffic is expected to flow, the effect would exactly be the contrary. In this case the waste will arise, from the fact that the traffic will require several times the number of trains it would otherwise want for its removal. That the traffic will be immense there is no room to doubt, as this line will—compared with the existing route by the G. I. P. and E. I. Railways—shorten the distance between Guzerat and Ajmere by 1,200 miles and that between Bombay and Ajmere by 700 miles, and bring the Deccan, Bombay, Konkan, Guzerat, and Kattywar into direct communication with Rajpootana, the North-West Provinces and the Punjab. The passenger traffic alone will exceed the most sanguine expectations, as almost all the places of worship—held in great veneration by the Hindoos—are situated on this line, such as Sidhpore, Ambajee, Abboojee, Prague, Benares, Muthoorajee, Hurdwar, &c. These are resorted to by thousands of Pilgrims, all throughout the year. In busy seasons, on social and religious occasions, during wars and famines, the best energies of our broad gauge railways are taxed to their utmost; it is evident therefore that a narrow gauge line in such a position as the one between Ahmedabad and Ajmere will be wholly unequal to the demands made upon it, to say nothing of all the inconvenience, loss of time and money that a double break of gauge will entail. And as the rolling-stock belonging to the one line will be useless for the other, the block will at all times be of long duration, and prove highly detrimental to the interests of the line. The military and political importance of a line near our North-West Frontier is obvious and acknowledged by competent authorities to be great. The large cantonments of Deesa, Erinpoora, and Nusseerabad are all situated on this line. It is therefore considered highly desirable that the Government be respectfully moved to accord their sanction to the construction of the entire line from Ahmedabad to Ajmere on the standard gauge. (Loud applause.)

Dr. T. BLANEY, in support of the resolution, said—I have been asked by the Committee to say a few words in favour of this resolution. The lateness of the hour would prevent me doing so, but happily the subject has been more thoroughly threshed out and exhausted than it has ever been before in Bombay; perhaps in England. But if I might be permitted to say a word, it would be to touch upon a point which has not been referred to by any previous speaker—namely, that the granaries of India always contain a

two years' stock which has not been able to get out of the districts. I have heard of the want of roads, of railways, and of haulage power, but never of the exhaustion of the granaries. I have seen many famines in India and have always observed the grain supply to exceed the demand. It is not the railways that are at fault, but the railway policy. (Hear, hear.) There is always a super-abundance of grain, but no rational way for the excess in one province to find its natural market in another. It is the want of means of transit that in seasons of scarcity intensifies famine, and in seasons of plenty throttles trade. Can the Government of India want any other argument for deciding what gauge should be adopted for a great trunk line of railway such as that now proposed? (Repeated applause.)

The resolution was then put to the vote and adopted unanimously.

Resolution V.—Proposed by Mr. Ahmedbhoy Hubibbhoy, seconded by Mr. Tapidas Vurjdas and carried, that the thanks of the meeting be given to the Sheriff for his courtesy in calling this meeting.

The Sheriff acknowledged thanks.

Resolution VI.—Proposed by Mr. Hurkisondas Narotumdas, seconded by Mr. Morarjee Goculdas and carried, that the thanks of this meeting be given to the chairman for his able conduct in the chair.

APPENDIX.

BROAD GAUGE VERSUS NARROW GAUGE FOR INDIAN RAILWAYS.

MEMORANDUM BY MR. E. B. CARROLL.

We are in a better position to judge of this question now than when the decision to adopt Narrow Gauge Railways in India was come to in 1870-71, as some of these lines are constructed and working.

At present the most complete system on the Narrow Gauge is the Rajpootana State Railway from Delhi and Agra to Ajmere and Nusseerabad.

Description of Rajpootana State Railway Metre Gauge.

The open length, including 26 miles of small branches, is 393 miles.

The rail is 40 lbs., and 36 lbs. sleepers and fastenings, light in proportion.

Excepting the great Agra bridge, there are no heavy and costly works; the bridging is small in amount, the line follows the surface of the country without much bank or cutting, there are 42 miles of gradients 1 in 200 to 1 in 300, and 67 miles of gradients 1 in 100 to 1 in 200. Building material (the best stone) is abundant through the whole country, and labour exceedingly cheap.

The small Stations are good; the five large ones of Delhi, Agra, Bandekui Junction, Jeypore, and Ajmere are however much inferior to what might be expected; none have covering over platforms; there are only three or four goods sheds on the whole line

The line is for the most part *unfenced*, a short piece is fenced at villages, and there are gate lodges and gates at level crossings at

villages and towns only; the level crossings away from villages have no gate-lodges; the gate consists of a couple of posts with a moveable wood bar, and there is a short length of earth mound fence to each side of every crossing. There are no gatemen at these crossings, which are left to be opened and shut by the people passing. Less, probably, than one-fourth of the line is fenced.

The works at Stations for the water-supply to locomotives, also the signals and other apparatus, are of an inferior description. The Engine Stations are small, and there are as yet no permanent workshops, but only a small and temporary place at Agra.

The rolling-stock of the line is insufficient, and has to be considerably increased.

On the whole, the Rajpootana State Railway, with the exception of the Agra bridge, possesses no works of cost or excellence; it is an inferior and in many respects uncompleted line.

Cost of Rajpootana State Railway.

The cost, up to the end of the year 1875, was £5,614 per mile; to this has to be added workshops, a number of minor works, and increase of rolling-stock up to requirements. It is estimated by authorities of the Railway that it will cost £7,000 when complete, inclusive of rolling-stock.

This amount (£7,000) includes the Agra bridge, which cost about £500 for every mile of railway, leaving £6,500 as net cost without the Agra bridge.

Comparison with cost of recent Broad Gauge Railways.

The recent constructions on the 5 ft. 6 in. gauge in Western India are the Kattiawar extension of Bombay, Baroda and Central India Railway, 77 miles, costing £5,500 per mile; the Dakore Branch, 18¾ miles, costing £4,000 per mile, both with 60 lbs. rail; also the Patree Branch, 22½ miles, costing £3,300, with a lighter 48 lbs. rail, all without rolling stock.

The Kattiawar extension, 77 miles, is of sufficient length to offer a fair comparison with the Rajpootana system.

It has a first-class permanent way, capable of running the heaviest traffic and high speeds, consisting of a full size 60 lbs. rail with pot sleepers, vastly superior to the light road of 36 and 40 lbs. rail on the Rajpootana.

It has, in a length of only 77 miles, one Junction and a terminal Station, both largely provided with sidings, with goods sheds and platforms, extensive quarters for European and Native Staff, also at the same stations two Locomotive Running sheds with ample accommodation, coal sheds, &c.

The Stations are 8 miles apart, or more numerous than the Rajpootana Railway, which are 8·81 miles. Minor Stations are all ample—the signals and apparatus of superior description.

The water supply, including large wells, high tanks, pumps, water cranes, more costly and superior to those of the Rajpootana Railway.

The line is fenced throughout with a good growing fence, and has gate lodges and gates guarded by gatekeepers at all level crossings, while the Rajpootana has them only at a few.

Both lines are furnished with the telegraph.

As regards earth-works, masonry and bridging, an exact com-

parison cannot be made without quantities, but judging from inspection of both lines, there is not a material difference in the earth-work per mile. The Kattiawar line is on a more level country; but, on the other hand, it is placed on a bank nearly its whole length to keep it above flood water. The Rajpootana Railway has more bridges (besides the Agra), but including culverts, &c., not any greater amount of water way per mile of line.

The Kattiawar line has extensive masonry weirs for passage of flood water on the level.

On the whole, the Kattiawar line is better found and completed than the Rajpootana and it is 5 ft. 6 in. gauge with heavy permanent way of 60 lbs. rail, while the Rajpootana, is 3 ft. 3⅜ in. gauge, with rail and permanent way of less than two-thirds this weight.

As a means of communication for either goods or passenger traffic, the Kattiawar line has four times the capacity of the Rajpootana State Railway. Further particulars on this point will follow.

The cost of the Kattiawar line as above given was £5,500 per mile without rolling stock, and that of the Rajpootana (omitting the Agra bridge) £6,500 with rolling-stock. The Kattiawar is a case of a line constructed under no particular advantages; the Dakore line, which had the advantage of being perfectly level and no large works, cost £1,500 per mile less.

Comparison, including Rolling-Stock, &c.

The proportion for rolling-stock has to be added to Kattiawar line. This varies much on different Railways, according to the traffic to be provided for. For £1,400 per mile would provide an engine for every 7 miles, a carriage for every 2 miles, and 3¾ wagons for every mile; this is an ample proportion. To this should be added £300 per mile on account of workshops, general plant and offices, making a total of £5,500 + £1,400 × £300 = £7,200, as the complete cost of a recently constructed Broad Gauge line of the best class, equal in capabilities to any of the main lines of India.

The cost of the greatly inferior Narrow Gauge Rajpootana Railway (omitting the Agra bridge again) is £6,500, or only £650 per mile less.

General Remarks on Broad versus Narrow Gauge.

The above comparison of two Railways, on practically equal ground, is a perfectly fair one in every respect.

A few instances like this ought to convince the public that there is nothing essentially costly about a broad gauge line, or essentially cheap about a narrow gauge.

There must be the same rails, earth-work, masonry, bridges, stations, signals, water-supply, fencing, road crossings, telegraphs, workshops, &c.

There must be the same expenses for survey and location, the same works for drainage and protection against floods, the same water-way of bridges, the same accommodation works, the same offices quarters for staff, &c.

The difference of 2 ft. 2⅝ in. in the distance apart of the rails between the Broad and Narrow Gauges, does not save any of these things—it only reduces a little the breadth of the earth-work and

masonry and the length of the sleeper, and makes a very small difference in the bridges.

It produces a much inferior line, and that fatal defect in the communication of a country—a break of gauge.

The *great* saving by the introduction of the Narrow Gauge is a fallacy, and Government will in time be convinced that the really *small* saving is much too dearly bought at sacrifice of the unity and efficiency of a standard gauge. We may then hear no more of its application to main lines of communication of the country.

Causes of high cost of first Broad Gauge Lines.

Meantime the fallacy exists and has to be disputed; it probably chiefly arises from the high cost of the first Railways constructed under the guaranteed system, which went up to £22,000 per mile in some cases, and averaged £16,000.

It is preposterous to suppose this cost would have been materially less if the gauge had been narrow, and the rails been laid 3 ft. 3⅜ in. apart instead of 5 ft. 6 in.

No, the great cost was owing to the introduction of a new thing. The first cotton mills in India cost very large sums, the first paper mills and sugar refineries were either costly or were entire failures, though there is field for both.

The new Railways had to educate all their native staff and labour to the work. The conditions of the climate, the effect of rivers and floods were comparatively unknown to the Engineers, and rules of health for themselves and staff misunderstood.

The railways were commenced at a number of different points instead of from one base, there was inadequate means of communication and carriage, there were mistakes and losses, insufficient control of expenditure, and extensive peculation amongst small contractors and subordinates.

Then there were extravagant expectations, and the lines were over-stocked and furnished on the basis of English Railways.

There were, besides, special local causes—the Mutiny added £3,000 000 to the cost of the East Indian Railway. A great part of the Railways of Western India were constructed at a time when, owing to a mania for speculation, the cost of work was double what it now is.

These, and not the gauge, were the causes of the excessive cost of Indian Railways.

They are now removed and cannot recur, and it is a most unfortunate error to abandon the standard gauge of the country just when we have learned by experience to construct on it at a fare rate of cost.

To abandon it and introduce a much inferior line, which with break of gauge, new types of stock, of way, and of appliances of all sorts, with some cases of conversion from narrow to broad, &c., will be found, on the whole, to cost the country more, not relatively but *absolutely* more, than if the original gauge had been continued.

Consideration of working cost of Narrow Gauge, and comparison with Broad.

Besides the difference in first cost which, as the above shows, will be small, the advocates of the narrow gauge claim that it can be worked more cheaply. This is a question of the highest importance,

as on it depends the permanent charge the Railways may be to the country.

On this point also, as well as on construction cost, we are now in possession of actual results on a sufficient scale to be conclusive.

The final test of the economical working of a railway is what it costs to carry a ton of goods a mile. No other test is required, as what is true of the goods must be also of the passenger traffic. An allowance only is due in favour of railways with heavy inclines like the G. I. P. or Madras, but this allowance is not applicable to the Rajpootana Railway, which is three-fourths on a level country and the other fourth not heavier graded than parts of the East Indian.

The average cost of carrying a ton a mile on the following eight Railways—Madras, Great Southern, G. I. P., B. B. and C. I., East Indian, Eastern Bengal, Punjab and Delhi, and Sindh, in the half year June 1874, was 6·07 pies. The cost of the same in the half year ending December 1873 was 6·78 pies. The cost on the Rajpootana State Railway in the half year December 1875 was 8·83 pies.

It might be said that the Rajpootana Railway is new, and its traffic will increase, be better worked, and the ton mileage cost reduced.

This does not apply, as the Rajpootana line starts with all the experience acquired on the other Railways. The line, works and stock are all brand new, and the cost of their maintenance is now small and must be much higher bye-and-bye.

There is no unemployed Capital nor unemployed staff waiting for the Traffic to come.

On the contrary, as regards Staff the line is under-manned and there must be increase. The rates of wages are low and must rise to an equality with neighbouring lines.

The prospects are, therefore, that the ton mileage cost of working on the Rajpootana will increase and not decrease.

Lastly, the authorities on the Rajpootana Railway admit that they cannot work at as low a ton mileage rate as the Broad Gauge.

This is what might be expected and what experienced Engineers predicted. It stands to reason, as the Narrow Gauge requires at least two trains with two Locomotives, Engine-drivers, Guards, &c., to move a bulk of goods which can be carried by one train and engine, one Driver, &c., on the Broad Gauge. Also on the Narrow the small wheels, the narrowness of the Gauge and overhang of the vehicles, besides their greater number, causes greater rolling friction in proportion to the load of goods carried.

Capacity of the Narrow Gauge compared with Broad.

The standard maximum train load on the Rajpootana State Railway, taking the mean of the different districts, is 200 tons weight of the wagons and goods together; the same standard on the East Indian Railway is 475 tons, that on the G. I. P. Railway 375 tons, and on the B. B. and C. I. Railway 665 tons. The average of these three Broad Gauge Railways, is 505 tons, so that a fair average of Broad Gauge Railways is twice and a half the Narrow Gauge.

The average through speed of all trains—Goods, Mixed, and Passengers—on the Broad Gauge Railways is at least 50 per cent. more than the same on the Rajpootana State Railway.

In moving a quantity of goods and passengers, then, over the two classes of Railways, we have on the Broad Gauge trains two and a half times the capacity moving at 50 per cent. higher speeds, which gives three and three-quarter times the carrying power.

In reality the carrying power of the Broad Gauge would prove higher than this, as the speed could be increased in a greater proportion than on the Narrow Gauge if there was necessity for so doing; and it is not overstating the case to say that the Broad Gauge, weight of trains and speed considered, has four times the carrying capicity of the Narrow Gauge.

Consideration of the capacity of Narrow Gauge, for moving troops and material in time of war is a large question in itself, and cannot be gone into here. It is sufficient to mention that at the Committee on Military Transport held at Delhi last January, when the whole matter was fully and practically tested, the President, General Sir Charles Reid, found the Narrow Gauge inadequate for the purpose.

A speciality of the Goods Traffic of Indian Railways is that consisting of agricultural produce,—it must be moved when produced.

A Railway which has not the capacity to remove in a short time the grain, seeds, cotton, &c., when harvested, would lose half its utility.

Capacity of Narrow Gauge Stock in relation to the Goods to be carried.

It is well known that the greater part of the produce of the country, which is carried for export or otherwise, is bulky in proportion to its weight, and requires a large wagon to carry it with economy.

Cotton, wool, hides, tobacco leaf, require from 120 to 220 cubic feet space to the ton. Flax, jute, coir and other fibres are very bulky. Timber, bamboos, firewood are bulky. Coal and some grains are more bulky than generally supposed, coal requiring 42 cubic feet to the ton and grain 60

A Narrow Gauge open waggon has 170 cubic feet and a covered wagon 458 cubic feet capacity. Broad Gauge open wagons go to 480 cubic feet according to the height of side, and covered from 700 to 1,200 cubic feet,—1,000 cubic feet is a fair standard.

Calculations have been made of the actual average bulk of goods per ton carried; this was found on the B. B. and C. I. Railway to be 80 cubic feet per ton.

On this standard of bulk the Narrow Gauge open wagons will contain 2·1 tons, covered 5·7 tons.. Broad Gauge open 6 tons, covered 12·5 tons.

Practical instances can also be given. A covered wagon on the Rajpootana Railway is found to carry 25 to 30 maunds—say one ton—of loose cotton; Broad Gauge wagons carry 3 tons. Of half-pressed cotton the proportions would be about 2 tons and 5½ tons. In the same way the Narrow Gauge will carry 4 tons coal, 2¾ tons grain, 3 tons firewood, where the Broad Gauge will carry at least 8½ tons, 6 tons and 6½ tons in the same type of wagon.

Proportion of dead Weight to paying Load.

In this the advocates of the Narrow Gauge were confident of superiority to the Broad, and even those not otherwise inclined to

the Narrow Gauge believed it had this in its favour, as a shorter axle and narrower frame in proportion to the load was possible.

The results in practice do not, however, bear this out; and it may be supposed the constructors of the Narrow Gauge stock have done all they could reasonably do.

The Narrow Gauge goods wagons covered weigh 3 tons 2 cwt. to 3 tons 4 cwt. and carry 5 tons; open wagons weigh 2 tons 15 cwt. and carry 5½. Broad Gauge wagons are now built covered weighing 6 tons to carry 10 tons, and open weighing 5½ to carry 10½, so that there is nothing here in favour of the Narrow Gauge.

It is true that many Broad Gauge lines have stock which does not carry so great a weight, but this is only because the axles are light and they are now being pretty generally replaced with stronger.

With regard to carriage stock a Narrow Gauge third-class weighs 3 tons 18 cwt. and carries 32 passengers, equal to 272 pounds per passenger. A heavy Broad Gauge third class weighs 8 tons 15 cwt. and carries 72, equal to 272 lbs. per passenger, and a lighter Broad Gauge weighs 7 tons 15 cwt. and carries 68, equal to 255 pounds per passenger. The Narrow Gauge has no advantage in this stock either.

Cases where the Narrow Gauge may be adopted with advantage.

The advocates of Broad Gauge do the cause harm if they do not admit that in a large country like India, there may be cases where the Narrow Gauge is more suitable, notwithstanding break of gauge.

For instance, where the traffic will not exceed two Narrow Gauge trains each way per day, there is ground to think the saving in first cost, moderate as it is, would be worth making.

But if the traffic equalled two Broad Gauge trains per day, the Broad Gauge—the continuity of gauge being considered—must in the end prove more economical.

Application of this to the Rajpootana State Railway.

The Rajpootana Railway, as it now is, leads from two of the most important towns in India—Delhi and Agra. It goes to the important towns of Jeypore and Ajmere, and to the military station of Nusseerabad; also to Ulwar, Bhurtpoor, Rewara. It goes to the Sambhar Salt Lake, where 30,000 tons of salt per annum are manufactured. The country through which it passes, though hitherto neglected for want of roads and communication, is one of considerable capabilities, with a large area of fertile land.

The grounds on which it was decided by Government that this district only required a Narrow Gauge Railway, are difficult to discover.

The facts are, that the Working Time Table of this Railway now shows eight trains each way per day at Agra—two are locals, leaving six main line trains, Agra to the Junction (Bandekui) with the Delhi length. On the Delhi length three trains, and from the Junction to Ajmere five trains, each way per day. These are not of course always running, but at times this number is barely enough.

This traffic is more than sufficient in every respect to justify a Broad Gauge line on this district, and save the lamentable breaks of gauge at the important junctions of Delhi and Agra.

But it must also have been evident from the first, that when this line was extended so as to join the line on the Western Coast (the B. B. and C. I.), that it would then become a through route for goods and passenger traffic between the Punjaub, Delhi and Agra and the port of Bombay, as also with the important province and population of Goozerat, the Bengal of Western India.

Under these circumstances, it was a marvellous error of Government to put in a line of inferior carrying capacity when there was ground for one of the best, and to inflict the trade of the country with the triple break of gauge at junctions of the Punjaub and East Indian Railways at Delhi, the East Indian at Agra, and on the west side the junction which is to be very shortly with the B. B. and C. I. Railway.

Application of the foregoing to the proposed Line between Ahmedabad and Ajmere.

The natural conclusion from the above would be, that as the Broad Gauge can be constructed for only a little more, that as it gives a line of far greater carrying capacity on which the rolling-stock of existing Railways can be worked, that as goods can be hauled on it at a lower cost per ton per mile, that as it suits Military purposes while the Narrow Gauge is inadequate, the conclusion from these would be that Government, having made a mistake in selecting Narrow Gauge for the length up to Ajmere, would not add to it by prolonging the same any further, but rather do the most to remedy the evil by bringing the Broad Gauge from Ahmedabad as far as Ajmere.

It unfortunately happens, however, that Government appear to contemplate having the Narrow Gauge from Ahmedabad to Ajmere.

But besides the general grounds above stated, there are additional special reasons why this should not be done.

The length of the proposed line, Ahmedabad to Ajmere, is about 300 miles. For the first hundred miles out of Ahmedabad the country is in intimate trade and social communication with the large population and rich province of Guzerat, for half this distance the line would run through or very closely adjoin territory of the Baroda Prince (the Guicowar.) At 96 miles from Ahmedabad is the Military Station of Deesa, and not far off the Military and Civil Sanitarium of Mount Aboo.

It would be a great mistake to place a break of gauge on a length which is practically in one Province and inhabited by one people, and between this Military Station and its base, Bombay.

As regards the length beyond the first hundred and up to and including Ajmere, its trade is almost all with Goozerat and Bombay. The merchants and traders of the country are all in connection with Bombay, the staple productions of the Ajmere district and all the intervening country—cotton, wool, hides, wheat, &c., go to Bombay. A considerable quantity of cotton and wool is now going round by rail through Agra and Allahabad to Bombay.

There is a large manufacture of salt at Patree, on the Runn of Cutch, amounting to 50,000 tons a year, and capable of large increase. This place is in connection with the Broad Gauge rail, and salt could be delivered to Ajmere in the Broad Gauge wagons without break of bulk if the line is made on the Broad Gauge.

If a Narrow Gauge junction to Patree is intended, it will involve the construction of 50 to 55 miles of additional Narrow Gauge, while no addition will be necessary if the Broad Gauge is adhered to.

Referring further to the salt. This traffic, delivered cheaply at Ajmere from Patree, will compete with the Sambhar Lake salt, and the latter works could in time be closed or reduced, and the whole or part of the annual sum of six lacs which Government pay for royalty on this salt, saved, as the Patree salt-works are Government property and the salt free.

This advantage will apply to any Railway connection, but will be greater with the Broad Gauge, as this traffic, which will be carried in full wagon and train loads, will undoubtedly be conveyed much more cheaply on the Broad Gauge.

As regards construction, for the first 50 miles or so out of Ahmedabad the country is level, and there will be practically no difference in the cost of the Broad and Narrow beyond that for the larger rail and permanent way and the extra two feet width of ballast.

Further on and the whole way to Ajmere, the country is described as in no way difficult, and there is nothing to make the cost of Broad Gauge materially greater than Narrow, beyond the differences already described as due to heavier permanent way and two feet wider formation.

As to the capabilities of the country to furnish a paying traffic, it would acquire too much space to give particulars even as far as they are known. The line would pass Meysana and Bisnuggur, Sidpore, Palanpoor, Deesa, (near it), Pattun, Palee, &c.; the country is well watered from the slopes of the Aravullees across a considerable width.

There is no ground for condemning this country to the disadvantage of a narrow and break of gauge even on its own merits; but considering also the great through traffic that may be expected, the salt traffic, the military considerations in connection of Deesa and Nusseerabad, with their base in Bombay, there certainly should not be a mile of this connection to Ajmere made on the Narrow Gauge.

Looking at it exclusively from the view of the present Narrow Gauge system, it would appear to be better for that system, as far as it goes, to have the Broad Guage up to Ajmere. Ajmere will be the junction of the Indore and Neemuch line, and the two will form a continuous line, starting from Khundwah on the G. I. P. to Delhi and Agra, and it will not strengthen or improve the system to have a sort of branch system to Ahmedabad, there meeting the Broad Gauge.

On the contrary, as Ajmere is to be their central depot, it will be better for the Narrow Gauge system to have its supplies—coal timber, iron work and stores of all sorts—delivered at this depot by Broad, Gauge trucks through from Bombay, instead of having a break of gauge interposed between this depot and the seaboard.

Probable durability of Narrow Gauge Way and Stock as compared with Broad.

There is not data on which to say much as to this, but it is already known that the light rails of the Narrow Gauge are wearing out rapidly, and this is to be expected from the severe strains on

the rail caused by the overhang of the vehicles, which are built double the width of the gauge.

For the same reason the Sleepers will have a shorter life, as when they are no longer new and the spikes begin to lose their hold; they must be condemned on the Narrow Gauge sooner than they need be on the Broad.

The wheel tyres and axles of the carriages and wagons, and the whole of the machinery and parts of the Locomotives will, ton for ton and power for power, wear out more quickly than the Broad Gauge, owing to the greater number of revolutions of the wheels and machinery in running the same distance by reason of their smaller size.

The case given above shows a fully equipped Broad Gauge line, constructed under no particular advantages, costing £7,200 per mile, complete with rolling-stock, shops, &c.

A Narrow Gauge, under about similar conditions, not so well found in many matters of detail, and three-fourths unfenced, costing, complete, £6,500.

A difference of only £650 per mile.

This is little more than the difference due to a heavier rail, which will carry more and last much longer—in fact, the difference due to having a better article.

It shows there is nothing essentially cheap in the Narrow Gauge or dear in the Broad Gauge.

The Narrow Gauge requires more vehicles and trains to carry the same traffic, and its speed is much slower.

Its capacity—size of train and speed considered—is about one-fourth of the Broad Gauge.

Its capacity for removal of Troops and war material is inadequate to the requirements of the country.

The cost of haulage of goods per ton proves higher on the Narrow Gauge than on the Broad.

This must always be so, as a greater number of trains and larger Staff are employed to carry the same traffic, and the rolling friction of trains is greater ton for ton.

Men engaged in working the Narrow Gauge admit this to be the fact.

The Narrow Gauge is therefore commercially an inferior and more expensive means of communication than the Broad.

If these facts were more generally known, the public might become aware of the gravity of the error committed by the Government of India in the introduction of a Narrow Gauge in the heart of the country and the midst of the Broad Gauge system. Whereas, if it is ever adopted, it should only be for outlying places of no commercial or strategical importance.

E. B. CARROLL,
Locomotive and Carriage Superintendent,
Bombay, September, 1876. B. B. & C. I. Railway.

RAILWAY FROM AHMEDABAD TO AJMERE.

DEPUTATION OF THE INHABITANTS OF BOMBAY TO SIR RICHARD TEMPLE.

On Saturday afternoon (15th September), a deputation of gentlemen from Bombay waited upon His Excellency the Governor of

Bombay, Sir Richard Temple, at Gunesh Khind, for the purpose of requesting him to forward to the Government of India, and to support officially, the Memorial adopted at a recent Public Meeting in Bombay, praying that the railway from Ahmedabad to Ajmere may not be completed—between Pahlanpore and Ajmere—on the narrow gauge, as the present intention of the Supreme Government is understood to be. The deputation consisted of—The Hon. Walter Lang, the Hon. Rao Bahadoor Becherdas Ambaidas, Mr. Byramjee Jeejeebhoy, C.S.I., Mr. C. H. B. Forbes, Mr. J. M. Maclean, Mr. M. Balfour, Mr. J. Gordon, Mr. J. A. Bryce, Mr. F. Mathew, Mr. Rugoonath N. Khote, Mr. Nanabhoy Byramjee Jeejeebhoy, Mr. Jackson, Mr. Sharp, and Mr. Marshall. The Governor was accompanied by the Hon. Mr. Ravenscroft, Col. Merriman, Lt.-Col. Hancock, Capt. Rivett-Carnac, Military Secretary, and Mr. Buckland, Private Secretary. The members of the deputation were introduced individually to His Excellency by Mr. Maclean, who also presented the Memorial.

Mr. MACLEAN said—We have the honour to present to your Excellency this memorial, which was adopted at one of the most numerously attended and enthusiastic meetings of the inhabitants of Bombay that I have ever been present at. I think there is no question which Bombay feels so earnest about, or has taken so deeply to heart, as that of opening the best way of communication between Western and North-Western India. We do not come to your Excellency as fanatics for any particular gauge, and we are quite willing to admit that the extensive system of narrow gauge railways, originally planned for Western and Northern India, had many things to recommend it; but we contend that of that system only a fragment now remains, and, besides, the unlooked-for expansion of the export trade of India, consequent on the fall in exchange, the removal of export duties, and the greater familiarity of the people of India with railway communication, has developed railway traffic to such an extent that it is now in excess of the carrying capacity of narrow gauge railways. But what we come here mainly to protest against is the break of gauge on the railway from Bombay to Ajmere. It would be unnecessary for me to insist to your Excellency on the political and military evils of break of gauge, with which you are no doubt far better acquainted than I can pretend to be; but I will take the liberty of pointing out to you some of the commercial evils of such a break as this in a great trunk line. When this railway is opened right through from Bombay to Delhi, Bombay will really be a much shorter distance from Delhi than Calcutta now is, and might compete on favourable terms with Calcutta for the great grain trade of Upper India. She might do so to very great advantage, considering that, in ordinary seasons, grain could probably be exported at half the rate of freight from Bombay to England that is charged at present in Calcutta. There are great natural advantages on the side of Bombay, and we should have no fear of the results of such a competition, but the introduction of a break of gauge in this railway will do away to a great extent with those advantages. If grain coming down from the Punjab, beyond Delhi, is to break bulk at Delhi and then again at Ajmere, the great expense, risk, and delay caused by such double break of bulk will seriously handicap Bom-

bay in competition with Calcutta. And this argument is not one that we use simply and solely in the interests of Bombay commerce; it is not purely a selfish argument intended to exalt the trade of Bombay above that of Calcutta. It is important, not only in the interest of India, but of England also, that the whole export trade of this country should be carried to the English market as cheaply and as expeditiously as possible. The great producers in Upper India will naturally get a far larger proportion of profit on their products if these come down to Bombay and are taken Home by the Suez Canal more cheaply and more quickly than they can be by the circuitous route *via* Calcutta; but that proportion of profit will be greatly reduced if the road down to Bombay is interrupted by this break of gauge, and consequently, a less proportion of the profits going into the pockets of the producers, injury will be caused to the prosperity of the whole country, on which, I need hardly say, the prosperity of the Imperial Revenue itself depends. On this view of the case, I think that the opening of a uniform line of railway from Bombay to Delhi will be of great advantage to the general trade, not only of India, but also of England. This opinion of what is required by English as well as Indian interests is now expressed in England since the subject has begun to be discussed at Home, for we have learned during the last few days that the Chambers of Commerce of Manchester and Salford have sent a strong protest to the Secretary of State against the construction of this line on the narrow gauge. It will be urged, no doubt, that there is break of gauge already, a portion of the line, from Delhi to Ajmere, having been laid down on the narrow gauge. I do not wish at present to enter into the question of the taking up of that line and reconstructing it, but what we urge is that we are convinced the evils of breaks of gauge will be found by experience to be so intolearble that it will be absolutely necessary for the Government of India to have only one gauge on this great trunk line. It is quite clear that the narrow gauge cannot be that one gauge. The idea of laying down the narrow gauge beyond the Bombay and Baroda line has been definitively abandoned, and we have latterly, also, had the concession of the extension of the broad gauge line from Ahmedabad to Palunpore. We have the broad gauge now over the greater portion of the distance, and if a uniform gauge is to be maintained, it is clear that it must be the standard gauge, and no other. We therefore contend that it will be a serious mistake to lay down on this railway another single mile of narrow gauge rails. As for the portion already constructed on the narrow gauge, we may leave the Government of India to deal with it as they may think best when the evils of the break of gauge shall have been found in practice to be intolerable. We would not attempt to press this question on the attention of the Government of India at the present moment, when the finances of the country are so severely strained, if we thought that it would entail any serious increase of expenditure from the Imperial Treasury; but I think it has been clearly proved—no doubt your Excellency has seen the reports of the public meeting and the various papers on the subject—that the difference between the cost of the broad and narrow gauges is not nearly so great as was at one time supposed. In the case of this small fraction of the great

trunk railway system of India, the difference of expense would be quite insignificant. If any doubt remains in the mind of the Government of India as to the actual difference of expenditure on broad and narrow gauges, I would venture to suggest that tenders should be invited for the construction of this line on the broad gauge, and then the Government will be able to see what the difference would really be. I think I have now recapitulated most of the heads of the argument against this break of gauge, and will now leave the Memorial in your Excellency's hands. We have been emboldened to approach you, as representing the great body of the inhabitants of Bombay, because since the Chamber of Commerce addressed you on this question the concession of constructing the line as far as Pahlunpore on the broad gauge has been granted, and therefore the argument in favour of making the line throughout of uniform gauge has been strengthened; and we also hope that your Excellency's experience of what may be called the break of gauge on the G. I. P. Railway where the double line converges into a single one at the top of the Bhore Ghaut, and the blocks of traffic which have occurred, may have predisposed you to consider favourably our objection to the break of gauge on this great line of railway. We now entrust the Memorial to you with a confident expectation that you will find yourself able to support its prayer.

H. E. Sir RICHARD TEMPLE said in reply—Gentlemen,—I have listened with the greatest interest to the able exposition of the arguments on your side of the question which have just been made by Mr. Maclean. I have also, as he justly supposed, read carefully the very interesting and instructive proceedings of the large meeting which was recently held in Bombay. I would, in the first place, venture to deprecate the somewhat severe tone of some of the remarks made in reference to the opinion of various distinguished official gentlemen. You will kindly bear in mind that the servants of the Crown are drawn from exactly the same class of Englishmen as yourselves and have much the same sort of education; and though there may be differences of opinion between independent Englishmen, whether official or non official, yet I think you will admit that it is conducive to the respect in which we desire ourselves nationally to be held in this country that these differences of opinion should be expressed in as mild language as the case admits of. I am particularly anxious to say, that my distinguished friends General Richard Strachey and Sir John Strachey are well known in Upper India—the one to be an ornament of the great corps of Indian Engineers, and the other an ornament of the great Civil Service in India. I am particularly anxious also to explain that the inference which was made by one speaker at the public meeting I have referred to, to the effect that Sir J. Strachey supposed that the construction of railways on the narrow gauge instead of on the broad gauge system would save as much as £10,000 per mile, does not really represent the opinion of my valued and talented friend. I am quite sure that all he (Sir J. Strachey) meant to show was, that the great cost per mile of £17,000 of the guaranteed railways was a strong argument for constructing some lines as State lines, and for making those lines as cheaply as possible. I am quite sure that Sir John

Strachey was thoroughly well acquainted with the approximate saving that would result from constructing railways on the narrow gauge as compared to the broad gauge system, and also that he knew such saving would not exceed £2,000 per mile or thereabouts. I think, gentlemen, I shall best show the respect which I, as an official, feel for the non-official opinion of Bombay, which you so worthily represent, if I venture to enter upon a brief exposition of the question of the narrow gauge. You will remember that in 1872 it became very apparent that the guaranteed railways were not in the long run paying the interest upon the capital outlay. There were, no doubt, now and again vigorous spurts of traffic, but such impulses, powerful sometimes, were not always continuously sustained ; and the fact remained, that though, for an occasional half-year, particular lines did pay 5 per cent., or more, the lines, as a rule, did not pay. Even though our G. I. P. line may just now be paying more than 5 per cent., and may do so another half-year, and though it may be as likely as any line to pay, still, in the long run, it does not always pay. So it really became a matter of great importance to the Imperial financers that the new State lines should be constructed as cheaply as possible. Now, in order to give you an idea of the saving that was anticipated to result from the construction of these lines on the narrow instead of on the broad gauge, I will read you a passage from a financial minute which I recorded at that time, viz., in 1872. I then wrote, as Finance Minister :—

" What the saving will be from the adoption of the narrow gauge " for all the lines remaining to be finished in India is a disputed " question, on which I need not attempt to give a definite opinion. " I gather that it may amount to £2,000 a mile. If the total " length of the lines unfinished, or yet to be commenced, be taken " at 3,000 miles, than the saving would amount to six millions of " capital outlay, representing a permanent charge of £240,000 a " year, or say a quarter of a million. If, as it is probable, the " total length shall ultimately exceed 3,000 miles, than the saving " will be more, and may reach even one-third of a million annually " for ever—anything, therefore, which concerns this large affair " becomes of financial consequence."

There is another portion of this minute, referring to the scheme which we proposed in 1872, which has been published by your Chairman in the influential journal of which he is the editor. Though he was good enough to publish it, yet in order to make my exposition clear to you, I will ask your permission to read it. The scheme then proposed was this :—

" The Indus Valley and the Punjab Northern lines, if constructed " on the narrow gauge, can hereafter be easily connected by " narrow gauge with each other, and with other large sec- " tions of narrow gauge lines ; and also with the sea coast and " with points of commercial and strategic importance. The broad " gauge of the lines from Hyderabad (Sind) to Kurrachee, and " from Mooltan to Lahore and Delhi, can be converted into a " narrow gauge at a comparatively small cost. Thus a connection " is established with the Rajpootana narrow gauge lines, which " now have their termination at Delhi, and which touch at Agra.

"Thus there would be a continuous narrow gauge system extending "through Rajpootana, Sirhind, the Punjab and Sind, without a "break, and touching the sea port of Kurrachee; also including "within its limits the main arsenal of Ferozepore, and reaching to "the magazines of Delhi and Agra. The total length of continuous "narrow gauge would comprise not less than 2,197 miles, and the "rolling-stock employed, and stores and supplies collected, "on such a length would be very considerable, sufficient indeed "to furnish resources for large military operations. It may "be said that to introduce the narrow gauge into the "sections between Kurrachee and Hyderabad, and between "Mooltan, Lahore, and Delhi, will cause expense, and will so far "detract from that economy which is the object of the narrow "gauge. But the cost would not be much, and would bear but a "slight proportion to the saving. There may be several modes of "effecting the conversion, but it appears from the papers in the "case that the cheapest method would involve an outlay of not "more than £168,000, which is but a small drawback against a "saving of 1½ millions. Further, it is most probable that the "Rajpootana lines will be carried on in conjunction with the "Bombay, Baroda and Central India line at Ahmedabad. It "would be quite possible to convert that line from broad to "narrow gauge at a cost apparently of £100,000. Then the "narrow gauge system would be connected with Bombay, and its "total length would be prolonged to not less than 2,813 miles. "Thus the magnitude of the narrow gauge system, the resources "at its command, the strategic positions of the military stations "within the area of its operation, would be much augmented."

Well, gentlemen, that scheme, which was a large one, as you are so well aware, has been entirely broken into, and I must confess that, though I was a few years ago one of the strongest advocates of the extension of the narrow gauge system in India, I have no longer the means of properly prosecuting the case. Much of the life has been taken out of the original plan by the changes which have since occurred. Nevertheless I am bound to point out to you that there remains a great deal of argument in favour of the adoption of the narrow gauge whereever circumstances admit of its being adopted; for, notwithstanding all that may be said on the other side, there probably is a saving of from £1,000 to £2.000 per mile. Whether that saving be £1,000 or £2,000 per mile, or something between, say £1,500, depends on circumstances. If a narrow gauge line climbs up the steep side of a range of mountains, or if it traverses a broad alluvial tract necessitating a continuous embankment for many miles, then the saving may be £2,000; if it runs over open country, it may be £1,000; and if the country over which it extends is partly open and partly difficult, it may be £1,500 per mile. I observe that my friend Mr Mathew shakes his head to that, but I can assure you that such is still the opinion of engineers—I mean no disparagement if I say of almost as great experience as he has himself. And practically, gentlemen, it stands to reason that there must be a considerable saving in the construction of a metre gauge railway of 3 ft. 3 in. as compared with the standard gauge of 5 ft. 6 in. It also stands to reason that there must be a saving in the cost of maintenance; there may be

disputes as to the amount of the saving, but there must be a saving, and even if such an experienced expert as Mr Mathew were to assure me to the contrary, I should say this is one of the few and exceptional cases where I should feel myself precluded from accepting the opinion even of experts. You have so many miles of railway to construct, and a limited sum of money that you can afford to spend, and you will be able to construct a certain number of miles more on the narrow gauge than on the broad gauge, for the plain reason that the narrow gauge costs less. Supposing 100 miles on the broad gauge costs £5,000 per mile, and by constructing the line on the narrow gauge £1,000 a mile would be saved, then on the whole 100 miles you save £100,000, so that you can construct 125 miles on the narrow gauge for the same amount that it will cost to construct 100 miles on the broad gauge. Or if the 100 miles cost at the rate of £6,000 a mile—take the case of a saving of £2,000 per mile—that represents £200,000, which is equivalent to an extra mileage of from 33 to 35 miles. Then comes the question, would you prefer to have in the one case 125 miles narrow gauge or 100 miles on the broad gauge; or in the other case, 135 miles on the narrow gauge or 100 miles on the broad gauge; and with such knowledge as I possess of the circumstances of the country, I should unhesitatingly say that I would rather have the 125 or 135 miles on the narrow gauge than 100 miles only on the broad gauge. Some of my fellow-countrymen, on the other hand, may think that they would prefer to have the 100 miles on the broad gauge. You see, gentlemen, it becomes rather a nice balance of considerations, and I therefore hope you will not be displeased with me if I express my preference for the greater mileage on the narrow gauge. Then I must detain you for a few seconds, while I advert to the question of haulage, because I see that has been alluded to. I am informed by my professional advisers that a main factor in haulage is the cost of coal. Of course an engine on the narrow gauge will not have as much as one on the broad gauge, but then the narrow gauge engine consumes less coal, so it comes to this, that the haulage depends mainly upon the consumption of coal, and in either case the cost of the coal consumed will be exactly proportionate, by rule of three, to the amount hauled. So the haulage point does not benefit the argument on either side. Another argument for the narrow gauge, or rather an answer to an argument against the narrow gauge, is this. It may be said that if you have to construct a railway on the narrow gauge you shut out all hopes of carrying more in the event of the traffic increasing. The expansiveness of Indian traffic is an unknown quantity—none of us can possibly tell how great that expansion may be, and it would be a melancholy thing if, by constructing narrow gauge railways, we were to cut ourselves off from all hope of carrying increased traffic; but such is not really the case, because all that is necessary to be done in any case is to double the line, and intermediately we might very materially increase the engine-power. As you very well know, no railway in India has yet been worked up to its full strength because we have never yet had enough engines for the traffic which we could carry over our lines. Now, no doubt a double narrow gauge line may cost somewhat more than a single broad gauge line, but then the

double narrow gauge line will carry much more. In the meantime the narrow gauge has this particular advantage, that you have a moderate outlay of capital, and according to the circumstances of the country, when the traffic increases, if it should ever increase, to such an extent as to render that course necessary, you can always double the line. Besides this, gentlemen, since the subject was considered by the Government of India, of which I was a member, in 1872, several very important narrow gauge lines have been opened. Those gentlemen who honoured me with their company in Bombay one day last May, when similar questions to that now before us were discussed, will remember that I then alluded to the narrow gauge line which had been successfully opened in Southern India. That railway has conferred, and is still conferring, priceless benefits, not only to trade, but also as regards the safety of the people, throughout the great districts of Trichinopoly, Madura, and Tinnevelly. Then there is the great Bengal line, which is about to confer enormous benefits, and quite, as it were, to regenerate the great Bengal districts of Rajshye, Dinagepore, Ranghpore, and Julpigoree. There are also the Rajpootana lines, which are doing immense good in the districts of Delhi, Gorgaon, and Muttra, the Native States of Ulwar and Jeypore, and the British territory of Ajmere. All these lines are working most satisfactorily, and are carrying an immense amount of traffic and an immense number of passengers; and there can be no doubt that these great benefits to opposite parts of the Empire have been secured by the narrow gauge at a considerable saving of capital outlay. I am certain that this argument will be really appreciated by some of my financial and commercial friends. Surely it is a very important thing that these benefits should be conferred upon the country at as small a cost as possible. So that it comes to this, that the adoption of the broad gauge or the narrow gauge must greatly depend upon the circumstances of each case. This brings me to the consideration of the particular case which has been stated so ably by Mr. Maclean. Now, in the first place, it is perfectly true that since I last had the honour of receiving a deputation on this subject I have very strongly recommended the line being constructed from Ahmedabad to Pahlunpore on the broad gauge, and, as you know, that recommendation has been acceded to, and the construction of this portion of the line is about immediately to be undertaken on the broad gauge. But I must explain that I advocated that course on this particular ground, viz., that there was not much probability, in the present financial times, of the line being carried through from Ajmere to Pahlunpore, and in the meantime I maintained that the short piece from Ahmedabad to Pahlunpore might be, and should be, constructed within the next year or two; and that whether the remainder of the line to Ajmere were carried out or not, this piece at all events would be of immense benefit. And, of course, if this piece alone were made, it must be made on the broad gauge; therefore, in view of the comparative hopelessnes of the remainder of the line being carried out for some years to come, I thought we had better content ourselves with agitating for this piece at all events, which, as you know, runs through an integral part of the great province of Guzerat, which ought to have a railway in immediate conjunc-

tion with the Bombay, Baroda, and C. I. line. Now as regards the remaining portion from Pahlunpore to Ajmere, or rather from Pahlunpore to Beawar—for I have recently learned on good authority that not only has the line been made to Ajmere, but it has been sanctioned, and is about immediately to be extened to Beawar, which is some 30 miles from Ajmere in the direction of Pahlunpore—as regards that remaining portion of the proposed line, much was said at the recent meeting in Bombay about the military object. You will excuse me if I say that in discussing this particular line, too much ought not to be made of the military argument. That argument has, to a great degree, been exhausted with the altering to the broad gauge of the line from Kurrachee to Mooltan, and I doubt very much if it can be used with much weight with regard to the Western Rajpootana line. I think that all troops for the Punjab will go by Kurrachee, which will, in fact, become the military basis for the whole of that portion of the country, while for Allahabad, Cawnpore, Oudh, and other great military stations in the North-West, troops will go, as they go now, by the G. I. P. Railway, so that the only reinforcements of troops which could be expected to go by the Western Rajpootana line would be for Agra, Delhi, and Meerut. I do not wish to disparage the importance of those stations, but I maintain that they do not afford an important military argument; the military argument does apply to some extent, but it is not a large one. Then I come to the argument about the break of gauge. If you dwell upon that argument, I think you will find that it very much narrows the importance of the question in which you take so much interest. Remember, gentlemen, that anyhow we are in for a break of gauge between, say Guzerat and Hindoostan. You will kindly bear in mind that the line has been constructed on the narrow gauge from Delhi to Ajmere and also from Agra to Ajmere. The junction of the two branches occurs at a place called Bhandikoi, about 30 miles north of Jeypore, and from that point the united narrow gauge line runs to Ajmere, whence, I am informed, it is about to be carried to Beawar. The total length of these narrow gauge lines is about 400 or 450 miles. You doubtless contemplate, gentlemen, that some day the Government of India will be induced by the force of public opinion to convert these lines to the broad gauge. That, at all events, would be a very troublesome and a very costly operation. Possibly Mr. Mathew and other engineers may say not so very expensive, but our advisers say it would be very expensive. But it is not only that; remember that if these lines were converted to the broad gauge, another narrow gauge railway system would be left in the air. You are doubtless aware that a narrow gauge line is being now constructed from Khundwa to Indore, and by Oojein to Rutlam. This railway is a narrow gauge line, which it would be very difficult indeed to convert to the broad gauge, because it is a narrow gauge line which ascends the Vindhiya mountains. That line will inevitably seek extension to Neemuch and so to Ajmere, which is its natural outlet, and, if I may use the metaphor, the lungs by which alone it can breathe. Then, if the broad gauge ran through from Ajmere to Delhi and Agra, this considerable system on the narrow gauge, measuring between 300 and 400 miles, would be left in the air, that is, quite isolated. I must say it does not

appear to me the least likely that, with all these points in view, the Government of India can ever be induced in future years to convert to broad gauge all the lines from Ajmere to Hindoostan. It appears to me there must be a break of gauge, and that the question is therefore narrowed to whether there shall be a narrow or a broad gauge line between Beawar and Pahlanpore, a distance of, say, 200 miles. Well, that is not really a very large question; you are the best judges, but I should have thought it scarcely merited the very great interest which is being bestowed upon it. There must be a break of gauge somewhere, and the question simply is whether it shall be at Beawar or Pahlunpore. Will you kindly bear in mind, that a great part of the country between Beawar and Pahlunpore is poor,—some of it is very sandy and almost a desert, so that the local traffic will be small. The whole question, then, relates to the through traffic, which is destined to what you would call the evils of the narrow gauge, and cannot possibly escape them; and does it really very much matter if those evils are inflicted on the traffic for another 200 miles? I do not say the matter is of no importance, but it is not really of very great consequence. No doubt it may be said—and this is the strong argument on your side of the question—that inasmuch as one narrow gauge line starts from Delhi and another from Agra, the two combined will bring on to the point of junction an amount of traffic which cannot be carried forward by a single narrow gauge line. If the point of junction had been at Ajmere or Beawar there would have been force in the argument, but unfortunately the junction is at Bhandikoi, which is distant at least 90 miles from Ajmere. So that at any rate there is destined to be this evil—if it is an evil, which I am not prepared to say it is—and from the troubles, such as they are, of a break of gauge, there is no chance of immunity. I do not disparage the troubles of a break of gauge for goods. My advisers tell me that it is a question of a delay of 10 hours—possibly, at some seasons, of even 24 hours—for goods; for passengers, it represents but a little inconvenience. I say this with deference to a very graphic description which was given by a member of this deputation, at the recent public meeting in Bombay, of the sorrows caused to native passengers by breaks of gauge compelling them to change carriages under the influence of the biting cold at night, and of the burning sun by day. Will my friend be surprised to hear that similar inconveniences are suffered to a greater extent by my fellow-countrymen in England, where a person cannot travel from one part of the country to another without changing carriages one or more times. It is an evil to which we Englishmen have been brought up, and I am afraid we cannot promise our native fellow-subjects total exemption from such little sorrows as they may suffer in consequence of having to change carriages now and then in the course of a long railway journey. If it is found that the two narrow gauge lines converging at Bhandikoi bring down more traffic than can be carried forward by the single narrow gauge line from that point, the remedy will be to agitate for doubling the line from Bhandikoi to Pahlunpore, and if it can be proved that the traffic is so great as to justify that course, we shall have a strong case. I shall myself be only too glad if the expansion of the traffic prove so great as to justify you in

agitating that point, and me in urging your representation on the favourable consideration of the Supreme Government. But it is somewhat doubtful whether there will ever be such a vast amount of through traffic on this line. In the first place, the lower Hindostan traffic will be carried by the existing G. I. P. Railway, and a good deal of the Punjab traffic will go over the Indus Valley line to Kurrachee. Then it comes to this, gentlemen, that the matter is one very much for the consideration of the Government of India upon what seems to me to be rather a nice balance of argument. They will have to consider the difference in the outlay for constructing 200 miles of railway, added to what is an inevitable system of narrow gauge railway intervening between two great broad gauge systems, and that is a consideration, which used to weigh with the Government of India, and which, doubtless, will continue to weigh with them. And, then, if you have a narrow gauge system, you must have a large system, or there is always a danger of insufficiency of engines and rolling-stock in times of difficulty. On the other hand, there are the arguments which have been so forcibly put in your written proceedings and in Mr. Maclean's speech that I need not recapitulate them. All I am able to do is to take care that your Memorial is immediately submitted to the Government of India, with the same promptitude with which your previous Memorial was forwarded to the Secretary of State. I cannot promise that any strong case shall be made out in your favour. I have thought it necessary to trouble you with this explanation because it is desirable that public men in my position should explain the general and consistent course of their opinions from time to time. As I said before, I do not think the case is a very strong one either way, or that it matters as much as you seem to consider. I will say what I can, but I cannot promise to represent any very urgent or powerful case. It is a matter which is perhaps almost as broad as it is long and it will doubtless be decided by the Government of India upon rather an accurate balancing of considerations. What their decision may be I have really no idea. It certainly was intended originally to construct the whole of the Western Rajpootana line on the narrow gauge. I have made a reference upon this subject to ascertain what is the present intention, but I have not yet received a reply to my reference, and I gather from this that the original intention of constructing this line on the narrow gauge has not been abandoned. Before I conclude, I will crave your permission to read to you a passage from one of my minutes of 1872 about the guaranteed railways. I observed that much was said at your public meeting in Bombay about the narrow gauge, and it seemed to be supposed that many official men in high position did not appreciate the great services, which the guaranteed railway companies have rendered. As you citizens of Bombay naturally feel proud of the success of the two guaranteed railways in this Presidency, and as a distinguished gentleman connected with one of those railways is present to-day, I will crave your permission to read a passage from my financial report of 1872, when the Government of India appreciated, as I have no doubt they still appreciate, the great services rendered by these railways. I then wrote thus :—

"I shall now touch on parts of the evidence given in respect of

"the system of guaranteed railways in India. The question, "whether it was wise to have the system at all, and whether it "would not have been better to construct the lines by direct Gov- "ernment agency, seems to be much discussed. Inasmuch as the "best and greatest lines in India have been nearly finished on this "system, as it has been decided not to apply this system to the "lesser lines which remain to be constructed, as it has been further "decided to avoid a similar system in respect to other classes of "public works, the above question ceases to be of practical "importance as regards the immediate future, however interesting "it may be as regards the past and need hardly be discussed by "me here. But, as the subject has been alluded to in the "evidence, I think that nobody conversant with Indian affairs can "notice it without, at the same time, acknowledging the really "vast services which the guaranteed railways have rendered to "British India. Whatever may be their faults or short- "comings, yet it is undeniable that they introduced into "the country a large amount of priceless engineering and "scientific ability; that they, through their officers and "establishments, addressed themselves to a huge task with zeal "and energy hardly to be surpassed; that they designed and "executed works of the largest class to be found in the world; that "they dealt liberally and faithfully with great numbers of native "employés, high and low; that they have brought into India much "administrative experience of a sort not to be met with in the "country itself. These cardinal merits ought always to be "remembered, whenever their conduct is discussed. These points "relate to general topics, which need not be dealt with in a "financial memorandum like the present. But the guaranteed "railways have rendered a financial service to the country, which "must be noticed more particularly—and it consists in this: that "they supplied funds from which were drawn the resources "required from time to time for carrying on the works, and which "proved to be unfailing even through the gravest and most pro- "tracted crisis that has ever passed over India. This pecuniary "resource had the advantage of being nominally separate from the "national debt of India; it may, indeed, be not fully separate in "reality, but the fact of its being separate in a limited degree, "has proved an appreciable advantage in the raising of money. "The extent to which public works of other classes were suspended "during the period of disturbance from want of funds, has often "been pointed to, and with truth, in illustration; and if regard be "had to the magnitude of the loan operations, which had to be "conducted by Government during that period, the advantage of "escaping the additional burden of providing funds for the railways "will be appreciated. It has been and will be argued, of course, "that the Government might have effected all this for itself more "cheaply than through the agency of the guaranteed com- "panies. It does appear to be a belief largely entertained by Gov- "ernment officers, that the Government could have constructed the "lines more cheaply. Possibly, perhaps even probably, the Gov- "ernment might have accomplished the work more cheaply; "certain, indeed, it is that greater economy in construction might "have been secured; this, as an abstract proposition, is undeniable;

"but whether the degree of economy would have been secured by "Government agency, is a question hard to pronounce upon. My "own opinion is, that the Government would have done the work "more cheaply, but not so much more cheaply as is sometimes "supposed. Be this as it may, however, I am quite convinced "that the Government would not have done the work within the "same time; and that had the matter been, from the beginning, "under State agency, the country would not have possessed the "length of lines which it now possesses. And if such be the case, "then evidently the question of time becomes an element in the "financial consideration. If the country has lost in respect of "economy of construction, but gained in point of time, it might "prove to have obtained a net gain on the balance being struck."

I have only to say now, gentlemen, in conclusion, that though I am unfortunately unable to support your views to the full extent which you desire, nor to the full extent which I shall always desire to support views so prominently brought to our notice by the commercial community of Bombay, still I would beg you to understand that anything which affects or concerns the prosperity of Bombay and its commerce is nearly as dear to me as it can possibly be to yourselves. I would also ask you to believe, that anything which the Bombay Government can do to increase the power of communication by rail shall always be done. In proof of that, I may point to the sanction we have obtained to immediately proceed with the Dhond and Munmar chord line, and also to the additional 100 engines which are to be delivered very shortly for the G. I. P. Railway. It is probable, if the scarcity shall continue, that one result will be to bring about a large extension of branch railways in Guzerat, and probably some through lines through Kattywar and Cutch, communicating with the Sind Railway system, and offering means of bringing into closer relations than ever the outlying provinces of Sind and the Presidency of Bombay. Lastly, I would ask you, as patriotic Englishmen, to reflect that the period of danger and trouble through which we are passing will not be without some good results. It is said that famines always leave a legacy of tears; doubtless, the present famine will leave such a legacy, but it will also leave a legacy of vast public improvements, both in irrigation and in railway communication, which could not have been the case without this terrible stimulus to public enterprise. These things will leave their mark on the future history of the Presidency, and will show how, in the ways of Providence, good may be educed out of evil.

Mr. MACLEAN said he thought His Excellency had estimated the probable cost of the reconstruction of the narrow gauge section of the line at rather too high a figure. He did not think any one contemplated the reconstruction of the whole 450 miles of railway which His Excellency had referred to. All that was asked for was, that the broad gauge should be adopted to Delhi, so that there should be one through line for the interchange of the standard gauge engines and rolling-stock between the trunk lines of Upper India and those of Western and Southern India. There was no objection to the narrow gauge system occupying the field of Central India and touching the lines of the broad gauge system

at Agra and Khundwa. He did not think that what the Memorial prayed for would involve the reconstruction of more than 250 miles of narrow gauge railways.

H. E. THE GOVERNOR—But there is the intervening piece between Ajmere and Bhandikoi. However, gentlemen, I will lay the Memorial before the Government of India, and you will have perceived from my remarks that I shall be glad, for your sakes, if your wishes shall after all obtain their fulfilment.

The deputation then withdrew.

APPENDIX C.

ADDRESS TO LORD LYTTON.

On Wednesday the 20th of December 1876, His Excellency Lord Lytton received, at Government House, Parell, a deputation from the Chamber of Commerce. There were present Captain G. F. Henry, Chairman, Hon. D. Graham, J. K. Bythell, D. Finlayson, G. E. Noble, R. E. Bickerdike, W. Lang, R. B. Sedgwick, J. A. Bryce, C. H. B. Forbes, J. Littleton Symons, P. Fachiri, F. Mathew, Esqs., and J. Gordon, Esq., Secretary.

His Excellency the Viceroy was accompanied by Sir John Strachey, R. B. Chapman, Esq., and Colonel Burne, Private Secretary.

The members of the deputation having been presented to Lord Lytton, Captain Henry read the following address:—

To His Excellency the Right Hon. Lord LYTTON, G.M.S.I., Viceroy and Governor-General of India.

MAY IT PLEASE YOUR LORDSHIP.—We, the members of the Bombay Chamber of Commerce, cordially unite with all other classes of the community in offering to your Lordship our sincere congratulations, and in bidding you a hearty welcome, on this occasion of your first visit to Bombay, after assuming the high office of Viceroy and Governor-General of India; and we desire to avail ourselves of the opportunity of placing briefly before your Lordship our opinions on certain questions affecting commercial interests on this side of India.

We were very much gratified to learn that H. M.'s Secretary of State for India had at last sanctioned the construction of the Western Rajpootana State Railway. Your Lordship is doubtless aware of the extreme importance of this Railway, not only to the people and commerce of western India, but to the public generally; and we most earnestly hope that your Lordship will order the work to be commenced as soon as practicable, and vigorously prosecuted to an early completion.

The Government of India, in transmitting the sanction for

the project to the Government of Bombay, stated that the representation of the latter Government that the Broad Gauge should be continued at least as far as Pahlunpore had been anticipated by the Government of India, and that orders, on maturity, would be issued, and in due course communicated to them. The question of the gauge, then, being apparently still undecided, the Chamber took the opportunity of the Hon. Sir Andrew Clarke's visit to Bombay to lay before him the views which it has always held with regard to the gauge which should be adopted on this line. In its memorial to the Government of India, dated 6th October 1874, the Chamber submitted that it was very greatly to be regretted that the line from Ahmedabad to Delhi had not been projected throughout on the standard 5′ 6″ gauge, for the very slight economy effected in making the railway from Agra and Delhi to Ajmere on the metre gauge, was in no way commensurate with the military and mercantile advantages which would have accrued from an uniform gauge from Bombay to Upper India; and it urged the great importance of the whole of the extension from Ahmedabad to Ajmere being made on the standard gauge, by which the inconvenience of a break of gauge would, as far as possible, be averted. Since the date of that memorial, experience has been acquired of the results of the construction and working of narrow gauge railways in India. These results show conclusively that, whilst the saving in the cost of construction of narrow gauge railways is insignificant, compared with the cost of railways made on the standard gauge, the cost of working them is fully 30 per cent. greater. This important result ought in itself to decide the question in favour of the standard gauge. The Committee on Military Transport, presided over by General Sir Charles Reid, at Delhi, in January 1875, pronounced the capacity of the narrow gauge for moving troops and material in time of war, to be inadequate for the purpose; and, looking at the question from a mercantile point of view, the narrow gauge will subject the goods traffic to transhipments of goods, each transhipment being attended with expense, delay, and risks of injury and loss of goods. We therefore desire once more to express the hope that the whole of the extension from Ahmedabad to Ajmere will be constructed on the 5′ 6″ gauge, so that the inconveniences above set forth will be removed to the furthest possible point from Bombay.

The Hon. Sir Andrew Clarke was so good as to

inform us that the Government of India, fully recognising the probable importance and value of this line, trusts to be able to arrange for commencing its construction in the next financial year; but we entreat your Lordship to order, in the public interests, that it may be proceeded with without any avoidable delay, leaving, if necessary, the question of the gauge to be decided afterwards.

During the American Civil War, when the high prices paid for cotton gave rise to much fraud and adulteration being practised in the article, Bombay Act No. IX. of 1863, known as the "Bombay Cotton Frauds Act," was passed; and under this Act a tax has ever since been levied on every bale of cotton exported from the Presidency to defray the charges of the establishment maintained for carrying out the objects of the Act. The circumstances of the trade at the time of the passing of the Act facilitated the frauds which led to its introduction: there was no railway or telegraphic communication with the cotton districts, and the trade was conducted through the medium of native agents in the interior. But hardly had the Act come into operation before the state of things which had led to its enactment ceased to exist: the trade gradually settled down after the War, and found its level: railway and telegraphic communications were introduced into the cotton districts; and European Agencies, Cotton Markets, Ginning and Pressing Factories, were established in the interior, where the buyer is now brought face to face with the producer. From these circumstances combined with the system adopted in Liverpool in 1872, under which cotton sent to that market is paid for according to its quality, thus necessitating the most careful selection on the part of the Bombay merchant, and, with the natural operation of the laws of supply and demand, has resulted an improvement in the quality of Indian cotton, which, we believe, will be of a permanent character, and to which neither the Act, nor the establishment maintained at the cost of the cotton trade to carry out the objects of the Act, has in any degree contributed.

We have repeatedly protested against this Act being allowed to remain in the statute-book; and from the first, it has been declared even by those who favoured its continuance to be wholly ineffectual for the suppression of fraud. A Bill, No. 4 of 1869, with more stringent provisions of a penal character, was, however,

introduced into, and passed through all its stages by, the Legislative Council of Bombay; but His Excellency the Viceroy and Governor-General most wisely withheld his assent from that Bill for various reasons, but especially, in reference to the penal clauses, on the ground that "the "Penal Code has fixed the general limits of the Criminal "Law, and he did not think those limits should be extended "except for very grave reasons."

In March, 1874, a Commission was appointed by the Government of Bombay to enquire into the working of the Cotton Frauds Act IX. of 1863, with a view to advising Government as to the expediency of retaining the enactment either in its present or in a modified form. The majority of the Commissioners recommended that it should not be repealed but only placed in abeyance, because if the loss of the cotton trade were to result from its repeal, the loss would be nothing short of a national calamity, while the sole dissentient considered it to be a matter of imperial importance to maintain the Act in order to foster and aid the cotton trade of Western India.

It is, however, a matter of deep regret to us that H. M.'s Secretary of State—apparently listening to advisers who have at most but a limited knowledge of the altered conditions of the Indian cotton trade—should insist upon maintaining, and amending, this unnecessary Act, from which the trade derives no benefit, and which is supported in this country only by a few officers of the Bombay Government, and by the paid-officials of the Cotton Frauds Department. In accordance with his desire, an amended Bill is about to be introduced into the Legislative Council of Bombay. On the 27th October, 1869, the Chamber in general meeting assembled passed the following resolution: "That special "legislation on the subject of cotton frauds is unnecessary "and injurious to the general interests of the cotton trade." We are, with the lapse of time, the more convinced of the soundness of this resolution, and that the question of frauds in the cotton trade can be safely left to the general penal legislation of the country; and we hope that your Lordship will withhold your assent to the new Bill, in whatever form it may be presented to you. Should your Lordship, however, be disposed to sanction the Bill, we beg to request the favour of your Lordship's consideration of the reasons put forward by the Commissioners for recommending that

the Act should not be repealed but only placed in abeyance, and by the dissentient that the Act should be maintained. These reasons were based on imperial grounds, and the cost of the establishment for carrying out the objects of the Act ought, therefore, we consider, to be borne by the Imperial Exchequer, and not by the trade which derives no benefit from it. The Secretary of State desired that the Government of Bombay should consider whether the Cotton Frauds Establishment might not be placed on a less expensive footing, in which case some relief might be given to the trade. The Chamber, so far back as October, 1873, expressed its opinion that the Inspector-in-Chief and his staff were useless in the Presidency Town, and that the office of Inspector-in-Chief should be abolished, and the Bombay staff paid off or transferred to the cotton-growing districts, and placed under the Collectors. By adopting this recommendation a considerable saving would be effected. The Government of India in its Resolution, dated 11th November, 1874, abolishing the appointment of Commissioner of Cotton and Commerce with the Government of India promulgated :—"It is no doubt an object to maintain "a high standard in this article of produce (cotton), and to "encourage it to acquire a good reputation in the English "market, but it is equally an object to secure and maintain a "good reputation for many other articles of Indian produc-"tion, such as tea, tobacco, indigo, jute, and silk. These "and other articles have not, however, enjoyed the protec-"tion of a Special Commissioner, but are left to private "enterprise stimulated by the encouragement of the Local "and Supreme Governments. There is no reason why cotton "should, now that the trade has found its normal level, "continue to be treated exceptionally." Contrary, however, to this enlightened policy, the Act is maintained, not for the trade which considers it unnecessary, but on the ground apparently that the cultivation and preparation of cotton should receive State care; and we, therefore, most earnestly hope that your Lordship will relieve the cotton trade from the burden of the present tax, by making the cost of the reduced establishment a charge on the general revenue, in the same way as in the case of any other officers on the establishment of the Collectors.

In the year 1875, the Chamber instituted an enquiry into the nature and extent of the transit and town duties levied

by Municipalities in the interior of this Presidency. The results of this enquiry induced the Chamber to urge upon His Excellency the Governor of Bombay in Council the expediency of abolishing, in all Municipalities of the Presidency, all transit duties, and all town duties having the character of transit duties, and of confining town duties, in accordance with the principles of municipal taxation defined by the Government of India in its Resolution dated the 14th November 1868, to a few articles of local consumption, such as ghee, firewood, fruit, vegetables, fowls, eggs, and animals for slaughter, which did not enter into the general trade of the country.

The Chamber, in its representation to the Government of Bombay, showed that transit duties in their naked form were levied in Kurrachee, Broach, and Surat; that in nearly every Municipality in the Mofussil the town duties levied were converted into transit duties by the stringent and illiberal nature of the rules under which refunds were granted; and that the duties levied by certain Municipalities on certain articles were very high. In Kurrachee, for instance, the town duty on wheat was 2½ to 3 per cent., and on wool 1 to 1½ per cent. of the value; in Surat, the town duty on yarn was about 3 to 3½ per cent., and on copper 5 per cent.—in either case, about the same as the imperial customs duty; while, in Ahmedabad, the town duty on yarn was no less than 6½ per cent., or nearly twice the imperial customs duty.

The town duty levied on yarn imported into Ahmedabad is particularly objectionable. It is, we believe, quite understood to be a protective duty in favour of the two mills in that town against other yarn, whether of English or of Indian manufacture; and, constituted as the mofussil Municipalities of this Presidency are, it illustrates the necessity of the strictest vigilance, on the part of the Government, with respect to the rate and incidence of every tax imposed by these Municipalities. The town duty levied on yarn brought into Surat is open to similar objections, and we have mentioned a few instances in which the town duties in other places are much too high. We earnestly hope that your Lordship will order an immediate revision of all the taxes imposed by the Municipalities of this Presidency to be made, abolishing all transit duties, and all town duties having the character of transit duties,

or which have a protective effect, and reducing those which are high, or press heavily on any article.

We also pray that your Lordship will, on re-consideration, be pleased to abolish the fees levied on the transhipment of goods in the harbour of Bombay. These fees are similar in their nature to transit duties on land, and are equally injurious to trade. In our memorial to the Government of India dated 23rd July last, we had the honour of pointing out that since the levying of the transhipment fee of 2 annas per package—which yields a revenue of only Rs. 192-7 per month—and in consequence of it, a large portion of its transhipment business had left Bombay, whose geographical position and natural advantages render it the best and most convenient port in the East for the transhipment of goods. The Government of India did not favour the Chamber with any reason for its refusal to comply with our reasonable request. If the Government supposed that because the fee on each package was small and could not therefore injure trade, we beg respectfully to bring to your Lordship's notice two recent instances proving how injurious is its incidence. The S. S. Kashgar arrived from China on the 13th October with a general cargo consisting of 14,000 packages, of which 7,730 were small boxes of tea, measuring about 1 cubic foot each: all these boxes were transhipped into another steamer bound for England, and on each of them the transhipment fee of 2 annas was paid. The Khiva arrived from China on the 28th November, and out of her cargo of 11,000 packages 3,871 were small boxes of tea of similar dimensions which were in like manner transhipped, and the fee levied upon them. On forty of such boxes, which make a ton of measurement, the fees amounted to Rs. 5, so that the fees levied on the transhipment from the Kashgar were equivalent to an additional freight of 10 shillings per ton, or 14 per cent., and on the transhipment from the Khiva, to the same additional freight. We also pointed out that the fee on the transhipment of opium is Rs. 50 per chest, and that, in order to avoid this fee, all Persian opium goes either via Suez, where no transhipment fee is charged, or direct to China from the Gulf. About 3,000 chests per annum are exported from the Persian Gulf, of which two-thirds go to China, and the remainder to Europe. As the Persian opium merchants have now become accustomed to making their shipments by the Suez route, there is not the slightest

chance of their bringing their opium to Bombay so long as any transhipment fee is charged. We respectfully submit that every facility should be given to the transhipment of goods at this port, and that the trade thereof should be fostered and encouraged; and we have the less hesitation in urging this policy upon your Lordship when we remember that the present obstruction to the trade can be removed with no appreciable loss to the imperial revenue.

We desire also to bring to your Lordship's notice the obstructions to trade which result from the constant changes of the superior officers of the Custom House of this large port. Within a period of six months recently expired there were five different Deputy Commissioners of Customs, and we have no doubt that your Lordship will concur with us in thinking that it is impossible for men under such circumstances to take an interest in their work or apply themselves to the duties of their office. The higher offices of customs should be permanent appointments, and the gentlemen holding them should not be changed for the convenience of the service to which they belong. We believe that this system of making the appointments permanent has been adopted in Calcutta, and that the results have been most satisfactory.

Another subject of great importance to the mercantile community is the financial settlement and constitution of the Bombay Port Trust, which, in the general trading interests of the Port, demand revision. In the capital debt imposed on the Port Trust, were comprised large sums paid for land and reclamations which did not belong to the trade of the Port. In accordance with a resolution passed at a numerously attended meeting of the Chamber, a memorial dated 6th October 1874 was addressed to the Government of India, praying that the trade be relieved of such charges, and that Government would be pleased to resume all the land not immediately required for docks or bunders.

It appears, however, to be of paramount importance that the constitution of the Board of Management of the Bombay Port Trust should be altered. The Port Trustees are, as your Lordship is aware, nominated and appointed solely by Government, and consist of twelve persons, of whom, as the Act provides, not less than one-third, nor more than one-half, must be persons holding salaried offices under Government. The present Board is composed of five salaried officers of Government, of the Agents of the guaran-

teed Railway companies (the G. I. P. and the B. B. and C. I.), and of five other members, some of whom have had no experience in marine-mercantile business. Government, in so constituting the Bombay Port Trust, apparently considered that experience in, and a knowledge of, marine-mercantile affairs were unnecessary for the due administration of the business of the largest port in the East, and that the functions of the Trustees were to administer the Trust principally, if not solely, in the interests of the estate of which they have charge. We earnestly hope that your Lordship will take the necessary steps to remove this anomaly, and to constitute the Bombay Port Trust so that it shall be composed principally of the representatives of the various mercantile interests of the Port.

When your Lordship landed in Bombay in April last on your way to the seat of Government, a formidable difficulty in the great depreciation of Silver relatively to Gold, and its embarrassing effect on the exchanges, had to be confronted. In July the rate of exchange on England fell to 1s. 6d. the rupee: it has since, however, gradually risen to 1s. 10⅜d. While exchange was still at a very low point, and while the question was surrounded with difficulty, we were favoured with the Resolution passed by your Lordship's Government, No. 3,044 of the 22nd September, on proposals affecting the currency, which, if adopted, would have had the effect of giving an artificial value to the Rupee, and of "inflicting on the country greater evils than those which "they were designed to remedy." We have much pleasure in recalling, on this occasion, that sound and able document, which commended itself, we believe, to universal approbation, both in this country and in England, and the wisdom of the policy indicated in which has been ratified by the rapid rise that has since taken place in the rate of Sterling exchange. We were glad to observe from paragraphs 30, and 31, that your Lordship in Council did not intend to discontinue borrowing for the construction of public works of a remunerative character, and that the suggestion that the purchase of stores for Government use in India, rather than in England, had already received, and would continue to receive, the attention of the Government both in England and in India. It would, however, have been more satisfactory if the Government of India had pronounced a more emphatic recognition of the importance, in this connection, of encouraging local industries. We would

respectfully but most earnestly urge upon your Lordship the adoption of a firm, undeviating, policy, to cease making purchases of stores in England when the articles required can be obtained in India, giving always (so far as compatible with efficiency) a preference to Indian manufactures. No doubt, influential persons at home, who now regard India as one of their best customers, will place every obstacle in the way of such a change; but we venture to think that some of the evils from which commerce has been suffering would probably be removed by the increased prosperity of the country at large, resulting from decreased taxation, and the greater development of native manufactures; and we cordially support the opinion of the Madras Chamber of Commerce that "the "Government of India should have as great a control over "expenditure in England as they have over local expendi- "ture; and that, in this respect, the Secretary of State "should act strictly as their financial agent, rather than, as "he virtually now does, as an independent firm."

On the other hand, we cannot too strongly urge upon your Lordship the great importance of giving every possible encouragement to exports of Indian produce. Lord Northbrook's Government did a great deal in this direction by abolishing the export duties, but there still remains much to be done. Railway tariffs might be reduced, the Bombay Bunder Fees levied under Act V. of 1870, and the tax, imposed on cotton for the purposes of the Bombay Cotton Frauds Act, might be abolished, and waste lands offered to Europeans who would lay out capital upon them. Measures such as these, tending to a reduction in the Council Drafts and an expansion of the Indian export trade, we commend to your Lordship's attention.

We desire, in conclusion, to express our deep regret for the scarcity and famine which now prevail in the Southern Mahratta Country, and to suggest that the Government measures of relief, and its estimates as to probable expenditure, should be made public as soon as possible, so as to enable Bankers and Merchants to take timely steps to guard against any sudden increase in the value of money because of the requirements of Government, and so prevent the consequent restriction in trade which could only add to the distress that has already to be endured because of the scarcity of food.

With our best wishes for your Lordship's health and prosperity, and with the assurance of our high respect,

In the name and on behalf of the Members of the Bombay Chamber of Commerce,

We have the honour to be, &c.,

GEORGE F. HENRY, Chairman.
DONALD GRAHAM, Deputy Chairman,
R. E. BICKERDIKE,
W. LANG,
D. FINLAYSON,
J. A. BRYCE,
} Members of Committee.
J. GORDON, Secretary.

Bombay, 16th December 1876.

LORD LYTTON, in reply, said :—

Gentlemen,—I thank you for your friendly welcome to Bombay on this my first visit to it as Viceroy and Governor General of India.

The numerous and important questions reviewed in your address will receive my careful attention.

I am not surprised at the interest you express in the early completion of the Western Rajpootana Railway. The importance of this line, not only to Bombay, but to the whole North-West of India is not susceptible of question ; and I may say at once that any avoidable delay in commencing the construction of it would be, in my opinion, a just cause of reproach to the Government of India. The unforeseen scarcity, however, which now afflicts so large a portion of Southern India, throws upon us obligations which it may be hard to meet without suspending for a time the construction of some of those great public works which are so urgently required. I am, therefore, unable to indicate at present the precise date at which we may be able to commence the work we all have equally at heart ; but I agree with you that it ought to be "commenced as soon as practicable," and that, when commenced, it should be "vigorously prosecuted to an early completion."

The views you have submitted in regard to the gauge which should be adopted for this line will be carefully considered.

I am glad to know your opinions on the subject of the Cotton Frauds Act. The disadvantages of any unnecessary restraint on the cotton trade of this port are so obvious that

its continuance can only be justified by very strong evidence of its necessity. But the question of maintaining the Cotton Frauds Act, in an amended form, has, as you are aware, lately been under the consideration of Her Majesty's Government, and it will be my duty to lay your representations before the Secretary of State for India.

Your views on transit and town duties command, so far at least as general principles are concerned, my entire sympathy. Without giving any opinion in regard to the particular cases to which you have referred, it cannot be doubted that town duties, improperly levied, may become a sort of municipal blackmail for the purpose of maintaining one's self at the expense of one's neighbours. But for this reason, they may be very popular with those who do not suffer by them. The purposes to which their proceeds are applied must be adequately provided for, if not by these, then by some other means; and local imposts less objectionable would probably be more unpopular. I shall, on communicating with your Governor, make full enquiry into the facts you have laid before me; with a sincere desire to suggest and facilitate the collection of municipal revenues in a manner which shall not injuriously affect the general trade and commerce of the country. But you are aware that interference with municipal taxation requires to be very cautiously attempted.

Your representations in favour of the abolition of fees, levied on the transhipment of goods in the harbour of Bombay deserve careful consideration. I cordially recognise the importance of Bombay as an entrepot and the necessity of carefully preserving it from injury in that capacity. Whether levied on opium, or otherwise, these fees are not designed to do more than cover the cost of the establishments which must be kept up to supervise transhipments. I shall be glad to receive from you a more detailed statement on this matter, showing how the present obstruction to the trade can, in your opinion, be removed without appreciable loss to the imperial revenue.

The inconvenience of which you complain, as resulting from the constant change of the superior officers of the Custom House of your port has, I believe, been fully recognised by His Excellency the Governor, who has already taken measures for the mitigation of it. The Government of India will gladly co-operate in remedying the inconveniences to which you refer.

Passing to the financial settlement and constitution of the Bombay Port Trust, you desire that the capital account of that Trust may be relieved from the cost of the land reclaimed by the Elphinstone Company, and subsequently brought for the Trust by the Government of India; that this account be confined to the value of the foreshore and docks only; and that the Trust may be reorganized so as to include a larger number of members conversant with mercantile marine interests.

Seven years have now elapsed since the Government of India, in concert with that of Bombay, invested a large amount of public money in the purchase of a property intended to secure for the trade of this great city, free and permanent control over that large portion of the foreshore of your magnificent harbour which had been reclaimed by the enterprise of a private company.

This period has not, I fear, been so prosperous to the trade of Bombay as might have been hoped upon a review of the commercial history of the preceding years; nevertheless there does not seem any reason to doubt that a great future lies before the port of Bombay; and that the foresight of the two Governments in 1869 will in due time be completely justified. I observe, with gratification, the progress made by the Trustees, of the port in providing the various conveniences and appliances so necessary to the development of trade, and I trust that the noble work, now under construction, will fulfil all the expectations of its most sanguine supporters.

I am aware that there is at present some apparent conflict between the interests of the Government and the city of Bombay, as represented on the one side by the Port Trust and on the other by the enterprising proprietors of other parts of the foreshore of your harbour. Upon this point I will only say that it is a subject which has been much under my consideration, and I trust that means may in due time be found of reconciling all interests and so arranging matters that all may co-operate harmoniously for the common weal. Meanwhile you will, I think, admit that the Government of India, in advancing from the public purse large sums of money in furtherance of the interests of this great outlet of the trade of Western India, has incurred grave obligations towards the general tax-payers of India which it cannot disregard or neglect.

The Government cannot, therefore, yet relax beyond a

certain point its control over the administration of the Port Trust.

As to your proposal that the Trust should be relieved from responsibility for the public money invested in the land estate of the Elphinstone Company, it is possible that some opportunity may hereafter be found of realizing the value of portions of the estate in view to a reduction of the debt of the Trust.

I hope, however, that care will always be taken to reserve an ample area of land for all the purposes of the Trust; and I feel sure that in view of the certain future value of all the land in question you would not counsel the sacrifice at any time of any part of it by its sale for less than it is fairly worth.

I feel much gratified in learning from your address that the policy which the Government of India has deemed it right to pursue in the recent financial difficulties caused by the depreciation of silver has commanded the approval of so influential a body as your Chamber. This is a matter which continues to engage our vigilant attention. The present system of purchasing stores required by the Government of India, is now under revision both by this Government and by the Secretary of State for India in Council. I confidently expect that we shall be able to effect an early and great improvement on this system. Many of the Government stores hitherto purchased in England can, I fully believe, be more cheaply and conveniently obtained in India. But although the Government of India is doubtless interested in the encouragement of local enterprise, I cannot accept on its behalf the doctrine that it is bound to encourage local enterprise by buying its stores in any but the best and cheapest market, wherever such a market can be found. Nor can I admit the principle you seem disposed to propound: that the Secretary of State for India should be regarded as though he were financial agent of this Government, or that we can exercise over expenditure in England the same control that we exercise over expenditure in India.

The control of the Secretary of State for India in Council over the financial transactions of the Government of India is not only a necessary consequence of the rights and duties of the Queen's Government in its relation on the one hand to this country, and on the other to the Imperial Parliament; but it is also of the greatest public advantage,

and I trust that its salutary exercise will never be relaxed.

You ask me for information as to the cost of the operations which the Government has undertaken for preventing loss of life in consequence of the failure of the harvests in this Presidency and that of Madras. The Government is not at present able to make any such estimates of the drain upon the public treasury on this account as I could usefully lay before you. You are aware that the cost of the Bengal Famine amounted to about £6,500,000. Although I confidently trust that the present expenditure will be on a smaller scale, yet we must not forget that the loss of revenue may, in consequence of differences in the system under which the land revenue is assessed, be much more serious than it was in Bengal. I fear, therefore, that the consequence to the public treasury of the calamity which has befallen so large a part of the country cannot but be very serious.

I gladly take this opportunity to express the satisfaction of the Government of India with the manner in which the Government of Bombay is grappling with the difficult task imposed upon it. The principles avowed by that Government as those which will guide its action, appear to me to be generally sound and excellent. I am assured that the whole carrying power of the country is fully employed in forwarding to the affected districts grain procured by private enterprise.

Happily, too, the crops in the Bengal Presidency and in British Burmah have been bountiful, so that there is no reason to apprehend any failure of the needful supplies.

So far, therefore, any interference by the Government is clearly unnecessary, and I need only say that the Government would, under any circumstances, contemplate direct intervention for the supply of food to the distressed district with the utmost possible reluctance. We certainly shall not think of undertaking any such operation unless and until it be imposed upon us by a complete collapse of private enterprise which at present I see no reason whatever to expect. I cannot, of course, pledge the Government not under any conceivable circumstances to import food into the distressed district. In a condition of affairs such as the present, the Government must of necessity reserve to itself in the last resort, complete freedom of action. But there is certainly no reason why any one should be deterred by the apprehension of Government

competition from engaging in the importation of food into the distressed districts with the full confidence that he will reap the fruit of his enterprise.

In conclusion, gentlemen, allow me to express the pleasure it has given me to revisit Bombay; and to assure you that I shall always welcome with satisfaction every opportunity of being made acquainted with your views on important questions affecting the trade and commerce of this great Presidency.

APPENDIX D.

G. I. P. RAILWAY RATES FOR CARRIAGE OF GRAIN.

No. 1325 OF 1876.

PUBLIC WORKS DEPARTMENT, (RAILWAY.)

BOMBAY CASTLE, *26th October* 1876.

To the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed by His Excellency the Governor in Council to forward copies of the papers marginally noted and to request that the Chamber will be so good as to favour Government with their opinion on the question of the railway rate for grains.—I have, &c.,

From the Government of India, No. 2410, dated 15th September 1876, and accompaniment.
Government Resolution, No. 1189, dated 29th September 1876.
Letter from the Agent G. I. P. Railway Company, No. 8824, date 11th October 1876.
Memorandum by the Consulting Engineer for Railways, No. 3846, dated 18th October 1876.

H. F. HANCOCK, Lt.-Col., R.E.,
Under Secretary to Government.

No. 1189 OF 1876.

P. W. DEPARTMENT, (RAILWAY.)

BOMBAY CASTLE, *29th September* 1876.

From the UNDER SECRETARY to the GOVERNMENT of INDIA, No. 2410 R., dated 15th September 1876.

In forwarding for information a copy of the correspondence noted in the margin, on the subject of the export of Wheat to England, encloses a comparative statement of the special grain rates per ton mile in force on the East Indian and the Great Indian Peninsula Railways.

From Government North-West Provinces to Government of India, Revenue, Agriculture and Commerce Department, No. 1235 A., dated 24th July 1876.
From Director of Agriculture and Commerce, to Government North-West Provinces No. T.—10 A., dated 31st July 1876.
From Government of India, Public Works Department, No. 820, dated 24th August 1876.

RESOLUTION.—To be communicated to the Consulting Engineer for Railways, and the Agent Great Indian Peninsula Railway Company, for early report, after consultation with the Company's Officers. The subject is a very important one, and every endeavour should be made to effect any arrangement by which export of agricultural productions would be facilitated and stimulated.

H. F. HANCOCK, Lieut.-Colonel, R.E.,
Under Secretary to Government.

To the Consulting Engineer for Railways.
The Agent Great Indian Peninsula Railway Company.
(With enclosures).

No. 2410 R.

GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT, (RAILWAY.)

SIMLA, 15*th September* 1876.

To the SECRETARY to the GOVERNMENT of BOMBAY, Public Works Department, (Railway.)

SIR,—In forwarding for your information a copy of the correspondence noted in the margin on the subject of the export of Wheat to England, I am directed to enclose a comparative statement of the special grain rates per ton mile in force on the East Indian and the Great Indian Peninsula Railways.—I have, &c.,

From Government N. W. P. to Government of India, R. A. and C. Department, No. 1235, A., dated 24th July 1876.

From Director of Agriculture and Commerce to Government N. W. P., No. $\frac{T}{18}$ A., dated 3rd July 1876.

From Government of India P. W. D., No. 320, dated 24th August 1876.

M. FURNIVAL,
Under Secretary.

No. 1235 A. OF 1876.

NAINI TAL, 24*th July* 1876.

To the SECRETARY to the GOVERNMENT OF INDIA, Department of Revenue, Agriculture and Commerce.

SIR,—I am directed to submit, for the consideration and orders of His Excellency the Governor General in Council, the accompanying copy of a letter from the Director of Agriculture and Commerce, N. W. P.'s, regarding the export of Wheat to England.

No. $\frac{T}{18}$ A., dated 3rd July.

2. The Lieutenant Governor is of opinion that it is very desirable that information should, if possible, be obtained before the rabi is sown in this country, as to the limits of prices which both Wheat and Barley are expected to command in the London markets during the spring and summer months which precede the harvest in European countries. This information, if procurable, might be published in the Gazette or otherwise for general information, and might prove very useful for the purpose indicated by the Director of Agriculture and Commerce. His Honor, however, does not approve of the Director's suggestion to circulate it among the people through Government officials.

3. In view of the increasing export trade in Wheat to Europe, and of its possible future extension, His Honor would suggest for consideration the propriety of endeavouring to induce the Great Indian Peninsula Railway Company to lower their rates of freight. These add greatly at present to the cost of carriage of Grain sent by Bombay, which is the nearest and most convenient port for consignments to Europe.—I have, &c.,

B. W. COLVIN,
Offg Secy. to Govt., N. W. P.

No. 1236 A.

Copy forwarded to the Director of Agriculture and Commerce, N. W. P., for information, in reply to his letter, No. $\frac{T}{18}$ A., dated the 3rd July.

No. $\frac{T}{18}$ A. OF 1876.

NAINI TAL, *3rd July* 1876.

To the OFFICIATING SECRETARY to the GOVERNMENT, N. W. P.

SIR,—I have the honor to make the following representation for the consideration of Government.

2. The export of Wheat has of late years been attracting attention. The amount exported depends upon

1. The quantity available in India.
2. The price in England.
3. The price in India.

3. The large export of the present year is due in a great measure to the low price of Grain in India, which has allowed safe profits to the exporting merchants.

4. The quantity of good Wheat available for export, *i. e.*, of the kind which fetches the best price, has been small.

It is evident, however, that the area under the best Wheat would probably be increased if the cultivating classes could be made to accept the information that the price of good Wheat would be high.

5. From enquiries which I have made, it appears possible that information might be obtained in September of the probable limits of the price of Wheat in March and April in London. The cold country harvests are then over and the supply of Wheat from them known. If this is the case, the information could be telegraphed to India in time to warn the cultivators before the Wheat is sown in India.

6. I have the means, through the kanungos and patwaris, of communicating information very widely in a few days. A Hindi circular would be sent to each kanungo who would make the 30 or 40 patwaris under him copy it when collected on their monthly visit at the tahsil. The patwaris would be directed to explain it to the cultivators.

7. At present no custom of offering advances for Wheat has arisen, nor from the enquiries which I have made is it likely to arise at present. Under these circumstances it will be not undesirable that Government should lead the way in endeavouring to induce cultivation to increase the supply to meet a foreign demand.

8. I request therefore that Government may be pleased to consider whether the Government of India may not be moved to address the Right Hon'ble the Secretary of State, with a view of ascertaining whether any reliable information as to the probable price of Wheat for six months can be obtained in September, and if so, of procuring telegraphic information on the subject.

9. I may add that the first orders received in Cawnpore for

...

foreign export, are said to have arrived this year in December. Despatches commenced in January.—I have, &c.,

E. C. BUCK,
Director of Agriculture and Commerce, N.W.P.

No. 320.

24th August, 1876.

From the UNDER SECRETARY to the GOVERNMENT of INDIA, Department of Revenue, Agriculture, and Commerce.

To the SECRETARY to the GOVERNMENT of INDIA, Public Works Department.

From the Government of the N. W. P., No. 1235 A., dated the 24th July 1876.

In forwarding copy of the letter noted in the margin on the subject of the export of Wheat to England, the undersigned is directed to request that the suggestion contained in para. 3 thereof, namely, that the Great Indian Peninsula Railway Company should be moved to reduce their rates for the carriage of Grain, on through freight to Bombay, may be considered in the Public Works Department.

COMPARATIVE STATEMENT showing the special grain rates per ton per mile in force on the Great Indian Peninsula and East Indian Railways.

	G. I. P.	E. I.	G. I. P.	E. I.	G. I. P.	E. I.	G. I. P.	E. I.
—	Up to 200 miles.	Over 150 and under 301 miles.	From 200 to 400 miles.	Over 300 and under 501 miles.	From 400 to 600 miles.	Over 500 miles.	Above 600 miles.	From Chwarpore and Stations above to Howrah and Jubbulpore,
Special Grain rate...	Pies. 7·0	Pies. 6·81	Pies. 7·0	Pies. 6·0	Pies. 6·5	Pies. 5·45	Pies. 6·0	Pies. 5·1

No. 8824.

G. I. P. RAILWAY COMPANY,
BOMBAY, *11th October* 1876.

Colonel H. F. HANCOCK, R. E., Consulting Engineer for Railways.

SIR,—With reference to Government Resolution, No. 1189 of the 29th September 1876, on the subject of the rate charged on the G. I. P. Railway for Wheat and other Grains, I have the honor to state that the rate from Jubbulpore to Bombay is five and a half pies per ton per mile without terminal, and that is the maximum rate charged from that district.

Our rates were fixed after much enquiry and discussion, and I am informed that the merchants in Bombay have repeatedly stated that they are satisfied with them, and are enabled to export Wheat, &c., with a profit. The large increase in the export of grain &c., is perhaps as good a test as any that can be obtained.

I am therefore of opinion that so long as the merchants do a prosperous and largely increasing trade we can hardly be called upon to lower our present very moderate charges.—I have, &c.,

H. P. LEMESURIER, Agent.

No. 3846 OF 1876.

BOMBAY, 18*th October* 1876.

Submitted with reference to G. R. No. 1189, dated 29th September last.

The G. I. P. Railway Company's rate from Jubbulpore which alone affects the trade of the N. W. P. is 5¼ pies per ton mile without terminal. The East Indian Railway rate to Jubbulpore and Howrah is quoted at 5 $\frac{1}{10}$ pies.

A reduction of ¼ pie per ton mile would be equivalent to about Re. 1-10 annas per ton or 1 anna per Bengal maund in Bombay.

H. F. HANCOCK, Lieut-Colonel, R.E.
Consulting Engineer for Railways.

No. 2 OF 1877.

CHAMBER OF COMMERCE, BOMBAY, 9*th January* 1877.

To the UNDER SECRETARY to GOVERNMENT, Public Works Department (Railway), Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 1325 of the 26th October last with its accompaniments, and, with reference to para 3 of the letter of the Government of the N. W. Provinces to the Government of India, dated 24th July last, to state that, in the opinion of this Chamber, a reduction in the present high rates charged by the G. I. P. Railway Company for the carriage of Grain would be attended with great benefit to all concerned in the trade, and to the G. I. P. Railway Company itself.

A reduction of the G. I. P. Railway Company's rate would, the Chamber believes, result in a considerable expansion of the export trade. It would bring from Delhi, Cawnpore, and other places in Upper India, large quantities of Rapeseed, Wheat, &c., which only struggle down to Bombay occasionally, and it would tend to render the export of

Wheat from this Port continuous under changing circumstances of freight and exchange. At present the export is uncertain, and so sensitive is it to any increase of charge that it frequently ceases when the rate of freight by steamer rises even a little, say, 2s. 6d. or 5s. per ton.

The experience which the G. I. P. Railway Company has had of the results of reduced rates proves, beyond question, that it would be greatly to the interest of that Company to make further concessions. The reduction of the rates made in September 1875 for the carriage of Wheat and Seeds to Bombay, led to a very great increase in the traffic, which a further reduction would, doubtless, stimulate still more to the advantage of all concerned. In the year 1872-73 the quantity of Wheat exported from Bombay was 74,867 cwts., in 1873-74 it rose, with the repeal of the export duty to 434,453 cwts.; in 1874-75, the export was 633,681 cwts.; and in 1875-76, it amounted to 837,869 cwts. The railway charge was reduced in September 1875, and, in the 6 months ending 31st March 1876, the export of Wheat was 415,651 cwts. against 264,835 cwts. in the corresponding period of the previous year.

The effect of reduced charges on the G. I. P. Railway seeds traffic is still more remarkable. In August 1875, the export duty on Seeds was abolished, and, about the same time, the G. I. P. Railway Company's rate for the carriage of Seeds was reduced. During the 6 months ending 31st March 1876, the quantity of the three principal descriptions exported, namely, Linseed, Rapeseed, and Teelseed rose to the large total of 1,559,369 cwts. against 592,373 cwts. exported in the corresponding period of the previous year.

The Chief Commissioner of the Central Provinces, in his Report on the Trade and Resources of those Provinces for the year 1875-76, remarks, "In former years, Oil-seeds was an "unimportant export in the tables, but this year it has taken "the highest place, higher than Cotton, which all along was "not approached by any other kind of produce, that is to "say, it brought in this year nearly £500,000, a higher "figure than any other single item of export."

The Chamber believes that there can be no doubt that this extraordinary development of the Grain and Seeds export trade is principally due to the reduction in the cost of carriage to Bombay. That the G. I. P. Railway Company's rates for the carriage of Grain and Seeds are still much too

high, curtailing and hampering trade, is felt to his cost by every merchant engaged in it; and, as there is no question of greater importance to the prosperity of the country, affecting as it does the export trade, the land revenue, and Railway traffic itself, the Chamber trusts that His Excellency in Council will urge the Government of India to bring its influence to bear on the G. I. P. Railway Company to induce that Company to make further concessions in its rates.—I have, &c.,

J. GORDON, Secretary.

No. 89 of 1877.

Public Works Department, (Railway.)

Bombay Castle, 23*rd January* 1877.

To the Secretary to the Chamber of Commerce, Bombay.

Sir,—I am directed to acknowledge the receipt of your letter, dated 9th instant, and to forward for the information of the Chamber copy of the note of the Consulting Engineer for Railways on the Analysis of the Great Indian Peninsula Railway Company's Revenue Account for the half year ending 30th June 1876 and of tables C., C. I. and M.V. of the Analysis.

2. The method of division of charges adopted in table M.V. is considered by the Consulting Engineer to throw too large a proportion of the working expenses on passengers, and too small a proportion on Goods; but the average cost of carrying a ton of Goods one mile is shown in that table to have been 4¼ pies, and as the run of empty wagons is from Bombay towards Jubbulpore, the present rate charged by the Company for Wheat and other Grains from Jubbulpore to Bombay, namely, 5½ pies per ton per mile without terminals does not allow much margin for profit.

3. In the opinion of Government, moreover, the present is not an opportune time for pressing further reductions in rates on the Railway Company. The Railway is at present overtaxed by the demands of the Famine districts, and its resources will be even more severely strained as the ordinary traffic of the approaching busy season increases month by month. The London Board of Directors appear to be of opinion that reductions have been carried far enough for the present; and although Government concur with the Chamber that it may fairly be inferred from the success of the reductions already made that the interests of the shareholders will, in the long run, be best secured by still further lowering rates and thereby increasing traffic; provided the capacity of the line is increased in due proportion, it is obviously not desirable for the Company to undertake more business than they can perform to the satisfaction of their customers.—I have, &c.,

H. F. HANCOCK, Lieut-Colonel, R.E.
Under Secretary to Government.

G. I. P. RAILWAY.

Note on Analysis of Revenue Account, for 1st half of 1876.

	Rs.
The gross receipts credited to revenue for the half-year were	1,32,40,073
The expenditure	56,27,314
The profits	76,12,759
The profits for 1st half of 1875 were	78,09,366
Decrease in 1876 as compared with 1875	1,96,607
of which—	
Due to increased expenditure	2,80,609
Less increased earnings	84,002
	Rs. 1,96,607

2. The guarantee for the half-year amounted to Rs. 62,40,224. The surplus divisible between Government and the shareholders according to the Government system of calculation to Rs. 14,38,369, but according to the Railway Company's calculation, after deducting earnings due to previous periods, to Rs. 13,72,535, half of which sum, or Rs. 6,86,268, has been paid to the Company.

3. Before commenting on these results it will be convenient to mention the principal alterations in rates and fares which affected the receipts of the half-year under review, and which influence the comparison with the corresponding period of 1875. These were—

(1.) The local 3rd class rate of 3 pies single and 4½ pies return ceased on 15th October 1875, and from same date 4th class single tickets were issued between all stations at 2½ pies and return at 3¾ pies between Bombay and Callian only.

From 1st January 1876.

(2.) Abolition of extra ghaut mileage on 3rd and 4th class passenger fares.

(3.) Reduction in rate for excess luggage.

(4.) Return tickets 1st and 2nd class made available for two months from date of issue.

(5.) The same for horses and carriages.

From 1st May 1876.

(6.) Abolition of extra ghaut mileage on all traffic, passenger and goods.

(7.) Holders of single tickets of all classes permitted to break journey one day for every 100 miles; formerly holders of 1st, 2nd and 3rd class tickets only were permitted to break journey one day for every 200 miles.

4. The abolition of ghaut charges is for all traffic passing the

ghauts equivalent to a reduction of mileage charge by 32 miles on the Bhore, and 20 miles on the Thull Ghaut.

5. The reduced mileage was charged for followers carried under the Deed of Contract at 3rd class fares from 1st January, and for officers and troops carried in 1st and 2nd class carriages at 2nd and 3rd class fares from 1st May 1876.

6. The result of these changes appears from the Table of Coaching Traffic (B) to be as follows :—

(1.) A considerable increase in the passenger traffic in all classes taken together, but omitting troops and police a falling off in 1st, 2nd and 3rd class, especially in 3rd class ; the increase being entirely in the 4th class.

(2.) An increase in the numbers booked in all classes ; the decrease in traffic in the first three classes being due to shorter average journey. In the 4th class the increase in number has been no less than 20 per cent., the average length of journey being the same as in the corresponding half-year of 1875.

(3.) A net decrease on 1875 in receipts from passenger fares in all classes taken together, omitting troops and police of Rs. 39,961 only.

(4.) The abolition of the extra ghaut charge, which, as remarked above, is equivalent to a reduction in mileage (or average length of journey) accounts for the reduced earnings from 1st and 2nd class. The decrease in 3rd class traffic is, however, due to the abolition of 3rd class local fare of 3 pies, and the preference shown for the cheaper 4th class at 2½ pies per mile.

7. The general result is satisfactory, for although the abolition of the extra ghaut charges alone caused a loss of revenue, as compared with 1875, of Rs. 82,111, and the decrease in coaching traffic interchanged with other lines is accountable for a further loss of Rs. 28,001 ; it is evident that (except over the ghauts) there has been a decided improvement in the earnings from local passenger traffic, while the increase in numbers carried was general and more marked over the ghauts than elsewhere. The reductions made in passenger fares have so far more than answered expectations.

8. The earnings from passengers' luggage have decreased nearly in proportion to the reduction in rate ; other items call for no special remark.

9. The comparative Table (C.) of goods traffic in half-years ending 30th June 1875 and 1876 shows the ton mileage of public merchandize to have increased 35 per cent., and the average rate per ton mile to have been reduced 25 per cent., the result being an increase in gross earnings amounting to a little under 1 lac ; including all items of revenue the increase under goods is about Rs. 1,36,000.

10. There was a very serious falling off in the cotton traffic owing to bad crops, but a far larger increase in the traffic in food grains and oil seeds. Hence mainly the increase in ton mileage, and decrease in average rate referred to above. As regards other items the traffic has increased in groceries,

groundnuts, hides and horns, country piece-goods and twist, salt, spice, sugar and jagree, and wool; and has fallen off in cocoanuts, metals and hardware, oil, opium, English piece-goods and twist, railway materials, teel-seed and timber.

11. The traffic interchanged with other lines shows an increase as under—

		Rs.	
With the East India Railway ...	... Increase ...	5,10,203	
,, Madras ,, ...	,, ...	27,081	
,, Baroda ,, ...	,, ...	39,744	
			5,77,328
,, Holkar State Railway ..	Decrease		3,281
		Net Increase ...	5,74,047

12. The average proportion of "Up" to "Down" traffic, all items included, was about as 12 to 5. The wagons carried on the average 3·57 tons, the average carrying capacity being 6·5 tons. The Agent is now advocating the introduction of wagons equal to 10 tons.

13. As regards the expenditure, the general result is that the total ton mileage of freight (coaching and goods traffic taken together) having been (say) 197 million ton miles, or 42 million ton miles more than in the corresponding half of 1875, the working cost was 5½ pies per ton mile in 1876, as compared with 7 pies per ton mile in 1875.

14. The notes at the foot of tables E., F., G., H., J. and L. of the analysis explain briefly the cause of increase or decrease in the various items of expenditure. Without going into details, which would be beyond the scope of this note, it may be stated in general terms that the efforts made in every Department, to secure greater economy have been successful, and that the half-year under review compares favorably in this respect, when the large increase of traffic is taken into account with any previous period.

H. F. HANCOCK, Lieut. Colonel, R.E.,
Consulting Engineer for Railways.

Bombay, 2nd January, 1877.

TABLE C.

STATEMENT showing in comparison the Goods Traffic of the half-years ending 30th June 1875 and 30th June 1876.

Reference to Revenue Account.		Details.	Ton Miles.				Average Rate per Ton per Mile.		Receipts.		Average Mileage.	
Table & Main head.	Sub-head		1st Half of 1875.		1st Half of 1876.		1st Half of 1875.	1st Half of 1876.	1st Half of 1875.	1st Half of 1876.	1st Half of 1875.	1st Half of 1876.
			Up.	Down.	Up.	Down.						
							Pies.	Pies.	Rs.	Rs.		
X.(1) 1	...	Merchandise, General.										
		Special	4,55,040		9,94,49,386	2,21,99,778	6·66	7·08	15,800	44,83,710	9·00	302 13
		1st Class	9,14,01,695		1,48,39,741	73,29,043	9·63	10·65	45,84,677	12,30,137	276·20	310·89
		2nd „	3,57,41,665		49,47,230	92,63,103	20·18	15·39	37,56,505	11,38,885	304·23	298·09
		3rd „	45,77,458		8,70,078	38,42,471	26·42	25·25	6,29,872	6,19,775	291·74	287·35
		4th „	58,59,792		73,895	2,86,553	30·09	35·28	9,18,242	66,235	215·69	296·18
		5th „	7,11,413		6,10,575	1,65,082	59·47	49·86	2,20,364	2,01,427	302·34	333·33
		Cotton	.....		2,35,65,131	33,365	...	20·20	...	24,83,268	...	325·85
		Total...	13,87,47,063		14 43,56,036	4,31,19,395	14·01	10·47	1,01,25,460	1,02,23,437	254·97	305·34
2	...	Military Stores ...	10,70,836		89,413	9,83,872	15·65	16·88	87,285	94,332	304·12	255·97
3	...	Railway Materials for Construction..	10,10,877		2,54,564	4,93,049	8·68	8·74	45,722	34,040	55·05	29·17

		MINERALS—(Coal)									
4	1	For the Public.....	.....	...	94,658	...	9·12	...	4,495	...	184·88
	2	„ Company (construction only.)	.....	...	...	...	...	...	...	...	...
		TOTAL GOODS...	14,08,28,776	14,47 00,013	4,46,90,974	13·99	10·50	1,02,58,467	1,03,56,304	248·79	293·94
5	...	STORES CARRIED FREE FOR REVENUE	90,31,812	...	1,56,64,807	Nil	Nil	Nil	Nil	122·56	123·70
			No.	No.		Average rate per Ton Mile.				Estimated Total Ton mileage.	
		LIVE STOCK—				Pies.	Pies.				
6	1	Horses.....	.....	.....		...	...	...	...	...	...
	2	Cattle	36	18		40	40	123	61	590	291
	3	Sheep, &c.	1,08,157	1,13,369		14·4	14·4	26,820	27,632	3,56,211	3,68,427
		MILITARY LIVE STOCK—									
7	1	Horses.....	.....	.....		...	..	...	...	...	...
	2	Cattle	.....	.....		...	...	...	..	...	...
	3	Sheep, &c.	.....	... ..		..	...	...	...	...	...
8	...	RENTS AND DEMURRAGE, WHARFAGE, &c.	Nil	Nil		Nil	Nil	7,971	8,899	Nil	Nil
9	...	INTEREST ON OUTSTANDING BILLS ...	Nil	Nil		Nil	Nil	...	...	Nil	Nil
10	...	MISCELLANEOUS	Nil	Nil		Nil	Nil	...	47,726	Nil	Nil
					TOTAL.....			1,02,93,381	1,04,40,622		
					Less out-standings irrecoverable...			...	*10,479		
					NET TOTAL			1,02,93,381	1,04,30,143		

* Allowance made to Holkar State Railway for demurrage on wagons.

TABLE

COMPARATIVE STATEMENT showing the Weight and Earnings of the 1875 *and*

Description.	Quantity.	
	1st Half of 1875.	1st Half of 1876.
	Tons.	Tons.
Bagging	4,718	5,042
Bricks and Tiles	542	488
Butter	100	87
Chunam	1,351	1,000
Coal and Coke	1,181	528
Cocoanuts	6,561	5,311
Colour, Dye-woods, and Roots, &c.	2,749	3,045
Commissariat Stores	4,383	4,509
Cotton	93,456	72,428
Dried Fruits	8,063	7,761
Firewood	17,597	23,599
Fish	474	374
Food-grain	105,786	1,51,742
Ghee	1,654	1,818
Grass and Hay	347	988
Green Fruits and Vegetables	6,808	8,229
Grocery	8,415	11,313
Ground-nuts	928	6,692
Hides and Horns	2,395	4,288
Linseed	60,228	1,10,879
Luggage	731	735
Metals and Hardware	10,378	9,457
Oil	5,151	4,423
Opium	1,839	1,665
Other Oil Seeds	276	166
Piece Goods. English	6,982	6,812
Piece Goods. Country and Cloth	1,977	2,401
Piece Goods. English and Country	109	42
Railway Materials and Bridge-work, &c.	10,491	3,893
Salt	45,593	49,501
Silk, Raw	326	275
Spices	1,404	1,802
Spice Seeds	2,687	5,115
Stones	7,965	1,867
Sugar and Jagree	17,983	20,807
Stationery	377	361
Teel Seed	11,707	12,303
Timber and Rafters	13,919	8,500
Tobacco	2,310	1,863
Twist ..... English	1,836	1,433
Twist ..... Country	878	1,277
Twist ..... English and Country	64	25
Wine, Spirits, and Beer	2,140	2,000
Wool	81	414
Other Articles	22,218	32,086

* Decrease greatest in unpressed Cotton, but general in all districts;

† Increase received from

C—1.

principal Commodities carried during the half-years ending 30th June 30*th June* 1876.

Receipts.		Increase in Quantity.	Decrease in Quantity.	Increase in Receipts.	Decrease in Receipts.
1st Half of 1875.	1st Half of 1876.				
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
89,034	1,02,116	324	...	13,082	...
11,738	7,574	...	54	...	4,164
4,684	3,810	...	13	...	1,374
5,626	4,880	...	351	...	746
11,861	4,793	...	653	...	7,068
1,96,393	1,49,187	...	1,250	...	47,206
64,849	68,801	296	...	3,952	...
1,04,153	1,07,027	126	...	2,874	...
33,63,649	24,83,268	...	21,028	...	*8,80,381
2,30,840	2,16,076	...	302	...	14,764
48,138	38,849	6,002	...	...	9,289
6,833	5,385	...	100	...	1,448
10,87,948	17,99,219	45,956	...	7,11,271	...
57,986	67,946	164	...	9,960	...
1,598	5,155	641	...	3,557	...
90,647	98,918	1,421	...	8,271	...
1,83,439	2,17,666	2,898	...	34,227	...
10,424	1,00,298	5,764	...	89,874	...
78,674	1,41,891	1,893	...	63,217	...
12,31,743	16,33,373	50,651	...	4,01,630	...
32,690	29,721	4	...	...	2,969
2,35,388	1,96,512	...	921	...	38,876
1,21,060	96,979	...	728	...	24,081
1,77,251	1,48,459	...	174	...	28,792
4,231	2,126	...	110	...	2,105
309,399	2,97,440	...	170	...	11,959
67,492	85,339	424	...	17,847	...
3,984	1,661	...	67	...	2,323
2,65,961	1,19,150	...	6,598	...	1,46,811
6,68,798	6,95,611	3,908	...	†26,813	...
18.395	14,773	...	51	...	3,622
39,701	45,247	398	...	5,546	...
37,771	86,305	2,428	...	48,534	...
30,294	8,834	...	6,098	...	21,460
2,88,901	3,38,973	2,824	...	50,072	...
18,021	16,995	...	16	...	1,026
2,21,630	1,66,643	596	...	...	54,987
2,15,866	95,329	...	5,419	...	1,20,537
37,516	30,153	...	447	...	7,363
73,938	60,262	...	403	...	13,676
30,771	47,313	399	...	16,542	...
1,897	583	...	39	...	1,314
73,417	60,470	...	140	...	12,947
5,023	19,002	333	...	13,979	...
3,37,293	3,93,457	9,868	...	56,164	...

goods traffic, interchanged with foreign lines, shows increase of Rs. 5,74,047.
B. B. and C. I. Railway.

TABLE M—V.

STATEMENT showing in comparison the Receipts and the carrying Cost per Vehicle per mile and per unit per mile of Coaching and Merchandise Traffic.

Details.	Average receipt per vehicle per mile. (a).	Carrying cost per vehicle per mile. (b).	Profit per vehicle per mile. (c).	Loss per vehicle per mile. (d).	Average receipt per unit per mile. (e).	Carrying cost per unit per mile. (f).	Profit per unit per mile. (g).	Loss per unit per mile. (h).	Proportion per cent. of profits to receipts. (i).
	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
Coaching—									
1st Class	23·86	22·98	0·88	...	15·06	14·54	0·52	...	3·45
2nd „	35·87	24·39	11·48	...	5·41	3·67	1·74	...	32·16
3rd „	59·95	21·16	38·79	...	2·85	1·01	1·84	...	64·56
4th „									
Carriages	32·21	16·43	15·78	...	40·00	20·28	19·72	...	49·30
Horses	24·87	19·84	5·03	...	21·00	16·81	4·19	...	19·95
Luggage, including Parcels and Dogs	21·6	22·30	...	0·65	66·61	71·93	...	5·32	...
Post Office Vehicles ...	7·89	23·52	...	15·63	9·73	29·04	...	19·31	...
Goods—									
Merchandise, including Government Stores and Railway Materials	37·69	15·22	22·47	...	10·54	4·26	6·28	...	59·58
Cattle									
Mineral									

W. I. LeBRETON,
Officiating Examiner of Guaranteed Railway Accounts.

Bombay, 15th November 1876.

No. 20 of 1877.

CHAMBER OF COMMERCE, BOMBAY, *6th February*, 1877.

To the UNDER SECRETARY to GOVERNMENT, Public Works Department (Railway), Bombay.

SIR,—The Committee of the Chamber direct me to acknowledge the receipt of your letter, No. 89 of the 23rd ultimo, containing the views of Government on the opinion which the Chamber, at the request of Government was desired to express with respect to the point raised by the Government of the North-West Provinces as to the propriety of endeavours being made to induce the G. I. P. Railway Company to lower their rates for the carriage of Grain.

The Chamber regrets that it cannot concur in the views expressed by Government in the letter under acknowledgment, the tendency of which would be injurious to the public interests, and opposed to what were among the principal objects of the Government in sanctioning the construction of railways in India, namely, the multiplication of produce and the consequent increase of the national wealth. Government admits that the interests of the G. I. P. Railway shareholders would be best secured by still further lowering rates and thereby increasing traffic, but concludes with the remark that it is obviously not desirable for the Company to undertake more business than they can perform to the satisfaction of their customers; in other words, that because the present rolling stock has been overtaxed the traffic has risen to as large a point as it should be encouraged to go.

There is nothing to show that the capacity of the line has been overtaxed, but simply that there is a great deficiency of rollingstock for the steadily increasing traffic, and this is borne out by the fact that before the scarcity in the Famine districts appeared complaints of delay in forwarding Goods were frequent. Moreover, not only is the rolling stock inadequate to the ordinary traffic, but the Railway Company have none to cope with an emergency, and, as famines are periodical in the country, it is incumbent upon them to have a rolling stock more than equal to the ordinary demands which may be made on the line.

When the Chamber advocates a reduction of rates in order to increase traffic, it, of course, takes for granted that the necessary increase will be made to the rolling stock. And if a train load carried at lower than present rates would pay its working expenses and contribute sufficiently

towards the general expenses and interest, it appears to the Chamber that rates should be reduced, and that the rolling stock should be kept up to a point sufficient for whatever traffic may come. Table M. V. shows that the carrying cost of Goods per ton per mile was 4¼ pies, while the rate charged by the Company for Wheat and other Grains from Jubbulpore was 5½ pies per ton per mile, and Table C gives the receipts as averaging from 7·08 pies to 49·86 pies per ton per mile. These figures induce the Chamber to believe that further reductions in rates are possible, and ought to be made.

The Chamber admits that, *for the moment*, it is not an opportune time, for pressing further reductions in rates on the Railway Company which, while the famine lasts, could not result in any advantage to the Company or to the public, but there is no reason why the enquiry should not be proceeding ; and the efforts of the Company should be directed not to curing the complaint from which they are suffering of excessive traffic by maintaining rates at figures that will keep down traffic, but by making provision for what they have, and for more if they can obtain it, and if it will pay them to take it.—I have, &c.,

J. GORDON, Secretary.

No. 231 OF 1877.

P. W. DEPARTMENT, (RAILWAY.)

BOMBAY CASTLE, 15*th February*. 1877.

From the SECRETARY to the GOVERNMENT of BOMBAY to the SECRETARY to the CHAMBER of COMMERCE.

SIR,—In acknowledging the receipt of your letter, dated 6th instant, I am directed to inform you that the necessity of increasing the carrying powers of the Great Indian Peninsula Railway, in view of an increasing traffic, is recognized by Government, and that arrangements are being carried out for adding to the number of Locomotive Engines, augmenting the carrying capacity of the rolling stock, and giving more sidings. Government, however, have had no reason to believe that the rolling stock has hitherto been inadequate for the maximum traffic of ordinary seasons.

2. Government, I am to add, did not intend their general observation, to the effect that it is not desirable for the

Company to undertake more business, than they can perform to the satisfaction of their customers, to convey an expression of opinion to the effect that traffic has "risen" on the Great Indian Peninsula Railway "to as large a point as it should be encouraged to go;" and are at a loss to understand on what grounds the Chamber assume Government to dissent from the view that the Company's efforts should be directed not to checking traffic by increasing rates, but to increasing traffic, and making due provision to meet it.—I have, &c.,

M. K. KENNEDY, Major-General, R.E.,
Secretary to Government.

APPENDIX E.

FINANCIAL MEASURES TO BE ADOPTED PROVIDING FOR THE FAMINE EXPENDITURE.

No. 222 of 1876.

Chamber of Commerce, Bombay, 30*th November* 1876.

To the Chief Secretary to Government, Bombay.

Sir,—Towards the close of 1873 and in the early months of 1874, when famine was impending over large tracts of the Presidency of Bengal, the Government of India took measures to secure ample supplies of food for the distressed, and every publicity was given to the progress of events and the action of Government in the districts. Weekly narratives were published for general information, but the intentions of Government, with respect to the financial measures to be adopted to pay for the Rice purchased in Burmah and elsewhere, and for its transport to the suffering districts, were not promulgated until March 1874, after the injurious effect of this reticent policy on the Money Market, and on trade generally, had been laid before Government. The uncertainty as to what these measures would be and the demand on the part of Government for Silver, had caused, during several months, frequent fluctuations in the rates of exchange with a continuous increase in the value of money, occasioning serious loss and inconvenience to the mercantile community. On this state of things being represented, an order was promptly issued by the Government of India that all information of importance, especially such as might affect the interests of the mercantile community, should be published from time to time. The Committee believe that the Government of India, on that occasion, in omitting for so long a time to inform the public of its intended financial measures, not only unnecessarily embarrassed the trading interest of the country, but rendered its own operations, in coping with the calamity, much more difficult than they otherwise would have been.

The Committee sincerely trust that the distress and probable famine to be relieved in the Southern Mahratta Country will be found to be of much smaller extent than existed in the districts of Bengal in 1873-74, and to involve an outlay very far short of the vast expenditure then incurred; but in recalling to the recollection of His Excellency in Council the mischievous effect of the financial policy pursued for so long a time by the Government of India on that occasion, they desire me respectfully to express their hope that His Excellency will be good enough to furnish the public as soon as possible with an estimate of what the expenditure by Government is likely to be, and to keep the public informed from time to time should any change in the estimates be deemed necessary.—I have, &c.,

J. GORDON, Secretary.

No. 85 F. of 1876.

PUBLIC WORKS DEPARTMENT,

BOMBAY CASTLE, *4th December* 1876.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 222, dated 30th ultimo, requesting that Government will be good enough to furnish the public, as soon as possible, with an estimate of what expenditure is likely to be incurred in securing supplies of food for the distressed people in the Southern Mahratta Country where famine now prevails, and to keep the public informed from time to time should any change in the estimates be deemed necessary.

2. In reply, I am directed to inform you, that His Excellency in Council will give immediate attention to your request, when informed of the decision of the Government of India on the financial arrangements suggested to them.—I have, &c.,

M. K. KENNEDY, Major Genl., R.E.,
Secretary to Govt.

No. 18 of 1877.

CHAMBER OF COMMERCE, BOMBAY, 2ND FEBRUARY 1877.

To the SECRETARY to GOVERNMENT, Public Works Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, No. 85 F., dated 4th December last, in which His Ex-

cellency in Council was so good as to state that he would give immediate attention to the request of the Chamber that the public should be furnished as soon as possible with an estimate of the famine expenditure, when informed of the decision of the Government of India on the financial arrangements suggested to them.

Since the receipt of that letter, the Resolution of the Government of India, No. 46, dated the 16th January, has been published, from paragraphs 2 and 20 of which the Chamber observes that it is estimated that the total relief charges in the Madras and Bombay Presidencies, including loss of revenue, will probably be not less than six and half millions sterling; but no information is given as to the manner in which it is intended that this money should be raised.

The value of money has, for some time past, in consequence partly of the requirements of Government, been steadily advancing, and until the intentions of Government are known, disturbances will occur in the Money Market, which cannot fail to have an embarrassing effect on the relief measures of the Government, and from which mercantile interests generally will suffer—and not they alone for the interests of the holders of the Government of India's debt cannot but be injuriously affected by the great uncertainty that prevails, and it is not improbable that some portion at any rate of the depreciation that has lately taken place in Government Securities is due to the state of suspense now prevailing and which will prevail until the Government's intentions are known. Moreover, the Government itself can hardly but benefit by giving as early notice as possible. Preparations will be made by capitalists on whom the Government must depend for the success of any loan operations that may be necessary, and in this way a healthy competition will be assured, and, as a consequence, the certainty of the best terms possible being obtained. The uncertainty that is at present felt is all the greater because of para. 30 of Government Resolution in the Financial Department, No. 3044, dated 22nd September last, in which it was laid down that the Government did not intend to discontinue borrowing for public works provided that the money could be raised in the country itself on advantageous terms, but that there were grave objections to an increase of gold loans. At that time the rate, at which Council Drafts were sold in London, was 1s. 7¾d. per rupee,

while the price of 4 per cent. Government Paper in India stood at 101¼. In paragraph 7 of their Despatch to Her Majesty's Secretary of State, No. 2 of the 12th ultimo, the Government of India state that they have been induced to approve of the commencement of large projects, which will doubtless necessitate their having recourse to borrowing, but the circumstances of the Money Market have now greatly altered, for we find that Council Drafts were sold in London on Wednesday last, the 31st ultimo, at 1s 10d., and that the price of 4 per cent. Government Paper in India has fallen to 97⅝d. Whilst, then, there has been a rise of 2¼d. the rupee, or about 10 per cent. in the rate of Exchange since the Resolution of 22nd September last, Government Paper has fallen 3 per cent. But what the amount of the loan will be, and whether from the great changes which have taken place in the Money Market, the Government of India will, if a new loan is decided on, consider that it is still advisable to borrow in India, or whether they will consider that the objections they saw in September last to a gold loan have been removed, is entirely conjectural.

His Excellency in Council will doubtless agree with the Chamber that this uncertainty, at the commencement of a severe and protracted crisis, must produce great embarrassment, and I am directed respectfully to request that he will kindly transmit a copy of this letter to His Excellency the Governor General in Council and urge upon him the great importance of making known, with the least possible delay, what measures the Government of India intend adopting to raise the money required for the famine expenditure.—I have, &c.,

J. GORDON, Secretary.

No. 565 F. OF 1877.

PUBLIC WORKS DEPARTMENT,

BOMBAY CASTLE, 22ND March 1877.

To the SECRETARY to the CHAMBER of COMMERCE.

SIR,—In reply to your letter, dated 2nd February, I am directed to forward, for the information of the Chamber of Commerce, copy of a letter, No. 1573, dated 15th March, from the Secretary to the Government of India in the Financial Department.—I have, &c.,

W. A. WAKE, Lt.-Col., R.E.,
Under Secretary to Government.

No. 1573.

FINANCIAL DEPARTMENT.

FORT WILLIAM, 15th March 1877.

To the SECRETARY to the GOVERNMENT of BOMBAY, in the Public Works Department.

SIR,—I have the honour to acknowledge the receipt of your letter to the Government of India in the Department of Revenue, Agriculture, and Commerce No. 71 A 278, dated the 5th February 1877, forwarding copy of a letter from the Bombay Chamber of Commerce in which they request to be informed in what manner it is proposed to raise the funds that will be required for famine relief operations in the Madras and Bombay Presidencies.

2. In reply I am directed to request that the thanks of the Governor General in Council may be conveyed to the Bombay Chamber of Commerce for their letter, and that they may be referred to the Financial statement made this day by the Hon'ble Sir John Strachey before the Legislative Council of His Excellency the Viceroy.—I have, &c.,

R. B. CHAPMAN,
Secretary to the Government of India.

(True Copy.)
C. LEVETT YEATS.
Assistant Secretary to Government.

APPENDIX F.

THE UNCERTAIN CHARACTER OF THE ANNOUNCEMENTS MADE IN THE FINANCIAL STATEMENT CONCERNING THE LOAN AND REMITTANCE OPERATIONS OF THE CURRENT YEAR.

CHAMBER OF COMMERCE, BOMBAY, *2nd May*, 1877.

To R. B. CHAPMAN, ESQ., Chief Secretary to the Government of India, Financial Department, Calcutta.

SIR,—I am directed by the Bombay Chamber of Commerce respectfully to address you on the subject of the indefinite and uncertain character of the announcement made in the Financial Statement of the 15th March, with respect to the loan operations, and to the Secretary of State's Bills on the Government of India which will be sold in London, during the year.

The estimates of these are, it is true, given in the Financial Statement, but their effect is completely nullified by the note on the face of the statements Nos. IV., V., and VI., which runs as follows:—"The estimates are the best "that can now be made; but they are subject to modifica- "tion as the year goes on; the Government must not be "understood to pledge itself that the Secretary of State in "Council will raise by bills the exact amount stated; or "that the exact amount stated will be borrowed during the "year; or that it will be borrowed in India or in England "as the case may be." Again, it is stated in the Financial Statement under the head of "Loss by Exchange" that, either by bills or by borrowing, the Secretary of State must get £16,000,000 for the Home Treasury in 1877-78; and that it cannot be said with certainty how much he will raise by bills and how much by borrowing. It is also observed with reference to the raising of the loan in India or in England, that the Governor General in Council will not, so far as the decision rests with him, submit to any unreasonable terms; and if the conditions acceptable to the

money market in India should appear too unfavourable, he will not hesitate to recommend to the Secretary of State to endeavour to obtain power to borrow in England as much more than 3¾ millions sterling as is found to be really wanted.

The Finance Minister justifies this policy on two grounds —(1) that the assent of Parliament must be had before any money could be borrowed in England on behalf of India, and (2) that even if this difficulty did not exist, it would be hardly possible, under present circumstances, to pledge the Secretary of State to sell any specified quantity of bills at specified times, for fluctuations in the price of silver might be so serious, and might occur so rapidly, that it might be in the highest degree inconvenient to carry out the pledges which had been given.

While acknowledging the natural anxiety of His Excellency the Governor General in Council to diminish expenditure wherever it might appear to be practicable, the Chamber desires with great deference to submit that the policy of not deciding upon and adhering to a fixed amount to be borrowed in India or in England, and a fixed amount of Council bills to be drawn weekly during the year, will be injurious to Government itself and to the country. The trade of the country is so mixed up with the financial arrangements of Government that it is in the highest degree desirable that Government in making these arrangements should adopt a frank, undeviating, policy, to be adhered to under all circumstances, for, if any saving of expenditure were possible under the system now pursued, it would be of little moment when compared with the injury done thereby to the banking and mercantile interests affected by its operations. The Chamber can only think of two cases in which it might be desirable in the interests of the State, or of the trade of the country, to deviate from a fixed line of action, and these are—first, a threatened combination on the part of the buyers of Council bills; and, second, a financial panic which it might be the very legitimate desire of Government to allay.

The uncertainty which prevails with respect to the amount of Council bills to be offered for sale in London, during the year, is the greater evil, for while Government can gain nothing by its uncertain policy, not only are the entire banking and trading interests of the country, but all those having any relations with Europe, affected by the

manner in which these bills are issued. These bills amount to about one-forth of the whole export trade of British India, and the sales of them made regularly throughout the year, in accordance with the announcement of Government, would not be liable to be affected by any combinations of persons. It is, moreover, of extreme importance to the numerous interests engaged in banking and commerce that the calculations upon which their transactions are based should not be subject to be at any time upset by a change, or suspension, of the amount to be offered for sale, which not only produces embarrassment, but has an immediate temporary effect on exchange. The violent fluctuations in the rate of exchange during the last year, and the crisis which took place in July, were aggravated by the frequent changes made in the Council drawings. During February and March no allotments were made at all: afterwards, when bankers and others had been driven to other modes of remitting to India, supplies of Council bills were freely placed on the market, and sold at the market price down to 1s. 6½d. After the reaction began in July—in addition to the periodical drawings—Government offered to give large sums at a fixed rate on application at any time; and in this way, and also by offering bills for tender at unusual intervals without previous notice, they showed such an anxiety to sell their bills that the reaction which had set in, and which would no doubt have been continuous, was checked, and a heavy fall in exchange brought about. It was only when Government reverted to regular periodical drawings that the natural tendency of exchange to advance was allowed free scope. The whole trade was mystified, and such of it as depended on the future of exchange paralysed by the unusual policy, and by the feeling of danger and uncertainty which it gave rise to. The price of bar silver in London fell in July to 47d., and the rate of exchange to 1s. 6½d., but, after the panic had passed off, and when the regular and certain issues of Council bills came to be made, the price of silver and the rate of exchange gradually rose until, in the end of January last, they stood at 58d., and at 1s. 10¼d., respectively. A feeling of confidence was gaining ground, and it was beginning to be assumed that the Council bills would be drawn regularly and without restriction, when suddenly on 31st January, and again on 7th February, a limit was fixed, owing to which a great part of the bills was withheld—and this for no other

apparent reason than that of giving an artifical support to the rate of exchange. This return to the policy of last year was viewed with doubt and alarm by all those interested, but it was still hoped that the Budget Statement, the issue of which was shortly expected, would contain some definite announcement as to the future, and thus set at rest the uneasiness which existed. Such hopes, however, were disappointed, and the Chamber thinks it its duty to call the serious attention of the Government to the feeling of doubt and perplexity, which now prevail, to the unhealthy element of excitement and speculation which have been introduced, and to the grave harm which is thereby being done to trade on which the interests of the country so much depend.

Exchange, it is needless to observe, depends in the long run upon silver, which is affected by the supply and demand, and any changes brought about by silver in itself are gradual and slow. But Council bills depend not on any natural laws, but are merely the result of the exercise of the arbitrary authority of Government. These bills have, during the last seven years, increased from five to fourteen millions; and it is obvious that every increase in the amount must bring about sooner or later a corresponding reduction in the imports or an increase in the exports of ordinary merchandise. By this means an adjustment is in due time effected, but it is unreasonable to suppose that the amount of the Council bills can be increased, and that exchange can at the same time, until the adjustment has taken place, be supported. Nor should the important fact ever for a moment be overlooked that an artificial support to exchange is no real benefit to the Government or to the country;—exchange is improved and kept up for the time, but the result of this is to give an unnatural stimulus to the import trade, and when the artificial support is withdrawn, the fall which follows is all the more certain and severe.

The Chamber observes that the Government of India considered it necessary that the requisite statutory powers should be obtained before any fixed and certain policy could be adopted with respect to the operations for the year in loans and bills. As Parliament is now sitting, and has been since February, and the adoption of this policy is of enormous importance to the country, the Chamber desires respectfully to express the hope that the borrowing powers will be applied for without any delay, and that, as soon as these are obtained, His Excellency the Governor-General in Council will

announce the amount of the loan which he intends raising in India and the amount in England, and with regard to Council bills that he will fix the amount to be drawn weekly during the year and will adhere to it rigidly without allowing it to be affected by any fluctuations in rates.

The Chamber would respectfully urge that it would tend in a very material degree to facilitate the interests of the trade of the country, and therefore be of benefit to the State could the loan policy be definitely announced in each Budget. The greatest uneasiness and uncertainty were created last year by the announcement of the Secretary of State on the 12th of April that a loan of four millions sterling would be raised in England only a few days after a totally different intention was announced in this country, and again this year the same feelings have been raised in an even greater degree by the uncertainty which overhangs the future—an uncertainty which the Chamber submits, and it does so most respectfully, might be done away with were consideration given to the matter beforehand and a decision arrived at, subject only to the confirmation of Parliament and the obtaining of such statutory powers as might be necessary.—I have, &c.

J. GORDON, Secretary.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, *May* 1877.

J. GORDON, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your favour of the 5th inst., enclosing printed copy of your letter to the Government of India regarding the injurious effect on the trade of the country of their uncertain policy both as relates to the sale of their bills on India as well as to the loans to be raised.

My Committee fully endorse every argument brought forward by you, and they think this uncertainty openly acknowledged, is the great defect in an otherwise able exposition of Government views and proposed measures.

The question of the spasmodic way in which these bills have been offered or withdrawn, as suited the immediate views or momentary requirements of the Secretary of State without apparent thought of the effect of his action on the trade of the country, has already formed the subject of frequent comment in our Chamber, and the Government has been appealed to more than once on the point.

Our half yearly meeting will take place in a few days and the matter will be again brought forward before members; and in the

meantime I am instructed to follow up the representation of your Chamber by a somewhat similar appeal from ourselves. My Committee fully recognise the uncertainty under which the Government has been labouring hitherto, and they have been unwilling to add to the existing embarrassment by too early or premature action on their part. As the Bombay Chamber has however taken action in the matter, the Calcutta Chamber gladly render them all the support in their power.

For the representations and remonstrances made by this Chamber against the financial proceedings of the Secretary of State last year, I am to request your reference to Report for the half year ended 30th April 1876, as well as to the succeeding Report for the Marquis of Salisbury's elaborate justification of the measures adopted by him on that occasion.—I am, &c.

H. N. WOOD, Secretary.

No. 686.

GOVERNMENT OF INDIA.

FINANCIAL DEPARTMENT.

ACCOUNTS AND FINANCE.

SIMLA, THE 17*th May*, 1877.

To the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed by His Excellency the Viceroy and Governor General in Council to acknowledge the receipt of your letter, dated the 2nd May, in which you complain of the uncertainty of the announcements made in the Financial Statement concerning the loan and remittance operations of the current year, and criticise the proceedings of Her Majesty's Secretary of State for India in Council in the sale of his Bills upon India.

2. In reply, I am to say that your representations will be forwarded for the consideration of the Most Hon'ble the Secretary of State.—I have, &c.

R. B. CHAPMAN,
Secretary to the Govt. of India.

No. 3754 OF 1877.

FINANCIAL DEPARTMENT, BOMBAY CASTLE, 30*th August* 1877.

To the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

SIR,—With reference to your letter to the Government of India, dated 2nd May last, and the reply of that Government to your address, No. 686, dated 17th idem, relative to the indefinite and uncertain character of the announcement made in the Financial

Statement of the 15th March last, regarding the loan operations and the Secretary of State's bills on the Government of India, I am directed to forward the accompanying copy of a despatch from Her Majesty's Principal Secretary of State for India, No. 230, dated 5th July last, to the address of the Government of India containing His Lordship's views on the subject.—I have, &c.

D. MACKENZIE,
Acting Under Secretary to Government.

FINANCIAL No. 230.

INDIA OFFICE, LONDON, *5th July* 1877.

His Excellency the Right Honorable the GOVERNOR GENERAL of INDIA in COUNCIL, Calcutta.

1. MY LORD,—I have considered in Council your Financial letter, dated the 17th May 1877, No. 136, forwarding copy of a letter from the Secretary to the Bombay Chamber of Commerce, relative to the indefinite and uncertain character of the announcement made in the Financial Statement of the 15th March last, with respect to the loan operations, and to the Secretary of State's bills on the Government of India which will be sold in London during the year.

2. The Chamber of Commerce represent the "extreme importance to the numerous interests engaged in banking and commerce that the calculations upon which their transactions are based should not be subject to be at any time upset by a change, or suspension, of the amount" of Council bills on India "to be offered for sale," and they therefore express a hope that an application will be made to Parliament, without delay for the requisite borrowing powers, that as soon as these are obtained, the amount of the loan to be raised in England and India respectively, and the amount of Council bills to be drawn weekly during the year will be announced, and that the amount so announced will be adhered to "rigidly," and not be allowed "to be affected by any fluctuations in rates."

3. At the commencement of each official year, the estimate of the financial requirements for that year is based on the information then in the possession of the Government, and we have had recent experience that any notification as to the intentions of the Government is liable to be regarded by the mercantile community as, to some extent, an engagement to which Government is expected to adhere.

4. It would therefore be most inexpedient to make any definite statement of the intentions of the Government, and in that respect the announcement in the recent Budget is fully as explicit as could, with propriety, be made. It must be apparent that circumstances may arise at any moment to modify the expectations enter-

tained, and too much care cannot be taken to reserve to Government complete freedom of action on all points.

5. Whilst, therefore, I am at all times desirous of affording the mercantile community as much information respecting the amount of Council bills to be drawn during the year, and as regards other financial arrangements, as may be possible without detriment to the public interests, I cannot commit myself to any definite engagement in that respect, and you will be good enough to inform the Bombay Chamber of Commerce accordingly.

SALISBURY.

(True Copy)

D. MACKENZIE,
Acting Under Secretary to Govt.

APPENDIX G.

EFFECT OF THE FALL IN THE PRICE OF SILVER ON TRADE, ON REMITTANCES, AND ON PRICES IN INDIA.

No. 162.

FINANCIAL DEPARTMENT,

FORT WILLIAM, 16*th January* 1877.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In forwarding a copy of a despatch from the Secretary of State, No. 112, dated 31st October 1876, I am directed to request that the Governor General in Council may be favoured, as early as convenient, with the opinion of the Chamber of Commerce on the effect which the fall in the price of Silver may have had on trade, on remittances and on prices in India.

2. As indicated in the last paragraph of the despatch, any facts, given to the latest date possible, which throw any light on the subject of the effect of the depreciation of Silver, will be helpful and very acceptable.—I have, &c.,

R. H. HOLLINGBURY,

Asst. Secy. to the Govt. of India.

STATISTICS AND COMMERCE, No. 112.

INDIA OFFICE, LONDON, 31*st October* 1876.

To His Excellency the Right Hon. the GOVERNOR GENERAL of INDIA in COUNCIL.

MY LORD,—Para. 1. In a letter addressed to the Foreign Office on the 28th of August, of which a copy is herewith forwarded, the Secretary of State for Foreign Affairs was requested to issue instructions to Her Majesty's Ministers abroad for the transmission, in time for presentation to Parliament at the beginning of the next Session, of all in-

formation which could be obtained respecting the measures adopted, or in progress, that have any bearing on the question of the depreciation of silver.

2. I shall be glad to be furnished at the same time with a note conveying in a succinct form all information that it may be in the power of your Excellency to supply regarding the effect which the fall in the price of silver may have had on trade or remittances, and on prices in India, as well as a narrative of any applications made to your Government with the view of supplying a remedy for the existing state of things, and of the action you have taken thereon.

3. It is not desirable that this note should enter on a discussion of the question, further than to recapitulate such arguments as may have been brought forward in the correspondence; but any facts which throw any light on the subject should be given to the latest date possible.—I have, &c.,

SALISBURY.

ENCLOSURE.

INDIA OFFICE, *28th August* 1876.

SIR,—With reference to the letter addressed to the Secretary of State for Foreign Affairs on the 20th of last March by Mr. Goschen, the Chairman of the Select Committee of the House of Commons on depreciation of Silver, I am directed by the Secretary of State for India in Council to request that the Earl of Derby will be so good as to issue instructions to Her Majesty's Representatives and Consuls in foreign countries to continue to supply from time to time all the information which it may be in their power to obtain with regard to the production and distribution of silver, the exports and imports of that metal, coinage, legislation respecting currency, and any other particulars that bear on the question of the present depreciation of silver.

Lord Salisbury is particularly desirous of receiving any further information which can be procured from the United States regarding the yield of the mines, more particularly those in Nevada, in the years 1875 and 1876, and their probable future production during the next few years; regarding the exports of silver from California as well as New York; and regarding the legislative measures adopted or

contemplated for the regulation of the currency, and the demands of the Government for the domestic use of the country. Lord Salisbury would also be glad to learn the result of any inquiries which it may be in Sir Edward Thornton's power to institute respecting the effect produced by the recent discoveries on the working of the Mexican and other mines on which the supply mainly depended in former years.

Information of a similar character respecting the South American mines, and the exports from the several republics of South America, is also very desirable.

With regard to Germany, Lord Salisbury will be glad to be furnished with any information that can from time to time be procured regarding the disposal of the surplus stock of silver, the extent to which the disused currency is withdrawn from circulation, the demand which may arise for further supplies of silver as subsidiary coinage, and the operations of the Government or the legislature for the further demonetisation of the silver currency.

Particulars regarding the progress of demonetisation, and the exports of silver, in Sweden, Norway, and Denmark would also be of value.

The attitude of the Government of France at the present time is of peculiar interest, and Lord Salisbury will be glad of any reports from Lord Lyons in regard to the suspension of the coinage of silver five-franc pieces, the accumulation of gold and silver relatively in the Bank of France, and the issue of coin for the use either of the French people or of the other States forming the Latin Union. Information with respect to the imports and exports of silver, and the operations of the currency, might also be obtained from Belgium, Italy, and Switzerland; and it is especially interesting to ascertain the course adopted in Holland under the peculiar circumstances in which that country is placed.

Lord Salisbury will also be glad to learn how far the absorption of silver by Russia and Spain continues.

In all these cases it is not his desire to limit the reports, which he trusts Her Majesty's Representatives will furnish, to the particular points mentioned, as it is only by carefully noting any information that can be obtained respecting the relation between the demand for silver and its production that the Government can hope to be in the position of arriv-

ing at accurate conclusions regarding the influence of the present depression of silver on the finances of India.

It would be convenient that the reports should be made from time to time in the event of any information being available, and that in the case of each country, an account should be supplied of the position of affairs towards the end of the year, so as to admit of the documents being prepared for presentation to Parliament on its reassembling next year. —I am, &c.

LOUIS MALLET.

The Under Secretary of State for Foreign Affairs.

BOMBAY CHAMBER OF COMMERCE, 15*th May* 1877.

To the SECRETARY to the GOVERNMENT of INDIA, Financial Department, Simla.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce, to acknowledge the receipt of your letter No. 162, of the 16th January last (Financial Department), requesting that the Governor-General in Council may be favoured with the opinion of the Chamber on the effect which the fall in the price of silver may have had on trade, on remittances, and on prices in India; and intimating that any facts which throw any light on the subject should be given to the latest date possible.

The Chamber has now the honor to enclose the following Statements :—

Statement A, showing the total value of the imports into, and the exports from, British India, together with the total allotments of Council Bills on India, and the balance of enfacements and re-transfers to India, of Indian Government Paper, in each month in the years 1874, 1875, and 1876, and in January and February 1877.

Statement B, showing the exports of the principal articles from Bombay Presidency to foreign ports from January 1874 to March 1877, with the average prices of the articles in Bombay, the value of

Bar Silver in London, and the rates of exchange and freight current each month in Bombay.

Statement C, showing the values of the principal articles imported into the Bombay Presidency for the same period.

Statement D, Nos. 1 and 2 showing the average price each month of linseed and rapeseed in Bombay and in London, during the years 1870-76, and the first quarter of 1877, with the current rate of exchange; and No. 3 showing the average price each month of Fair Dhollera Cotton in Bombay and in Liverpool, during the years 1858-60, and 1874-76, and in the first quarter of 1877, with the current rate of exchange.

NOTE.—The years taken in Statement D, No. 3, are selected as giving average values of cotton in the years immediately preceding the American Civil War, and in the last three years:—the years of the War and subsequently, when high, abnormal prices ruled, being passed over, as affording no just basis of comparison;—and

Statement E, Nos. 1 to 19 showing the prices current of food grains from January 1874 to March 1877, at Bombay, Ahmedabad, Kaira, Surat, Broach, Tanna, Kolaba (Alibagh), Khandeish, Nasik, Ahmednuggar, Poona, Sholapore, Kaladgee, Sattara, Belgaum, Dharwar, Rutnagirri, Canara (Carwar), and Punch Mahals (Godhra).

The Chamber considers it essential to the enquiry that the monthly fluctuations of the balance of trade of British India, during the last three years, should be shown, not only as being interesting in themselves, but as bearing out the views of the Chamber on the other Statements appended, which relate to trade and prices in the Bombay Presidency only. These fluctuations are, with other particulars, shown in Statement A.

From Statement B it will be seen that one effect of the fall in the price of silver relatively to gold was to develope the export of many articles of produce which had not been of large export before; the only important exceptions indeed, being cotton, the export of which fell off, because of the deficiency of the crop, combined with the increased consumption of the local mills, and gingelly seed, which is

chiefly grown in Khandeish ; and, being an early crop, the injurious effects of the drought upon it are manifest in the diminished exports during the latter months of 1876. The great increase which took place in the exports of the other principal articles during the year 1876, will be found in the following table of the exports in the last three years :—

	Cotton.	Wool.	Wheat.	Linseed.	Rapeseed.	Gingelly Seed.	Myrabollams.	Gold.	Silver.
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Rs.	Rs.
1874.....	4,374,991	144,473	790,609	827,437	5,619	235,362	144,701	21,78,000	39,81,491
1875.....	4,358,432	136,471	733,458	1,594,953	213,214	451,632	135,669	3,65,896	77,56,640
1876.....	3,410,951	149,264	1,235,577	2,671,689	408,187	340,266	150,480	1,40,56,960	2,07,03,608

The attention of His Excellency the Governor-General in Council will doubtless be drawn to the extraordinary increase in the export of gold, which this Statement shows as having occurred in 1876, and particularly during those months when exchange was so depressed. This is a feature in the trade quite unknown before, the flow of gold having always hitherto been *to* India, and never *from* it. The imports exceeded the exports until the end of May last, when the average rate of exchange for the month had not fallen below 1s. $8\frac{5}{16}$d. But as exchange declined, the exports of gold increased amounting in July to £211,000, in August to £334,000, and in September to £232,000. The rate of exchange, taking the average of each month, did not exceed 1s. 8d. again until towards the end of October, when a decided improvement set in ; and the consequences became apparent in the sudden falling off in the exports of gold from 33 lakhs in August to a little over 2 lakhs in November and December, and to Rs. 3,900 altogether in the 3 months ending 31st March 1876. Turning now to Statement C, it will be seen that the imports of gold in January 1877, when the average rate of exchange stood at 1s. 10d., rose to £69,810, in February, when exchange stood at 1s. $9\frac{3}{16}$d. to £305,680, and in March, when exchange stood at 1s. $9\frac{1}{8}$d. to £210,530. The imports during March were all ordered when exchange stood much higher than the average rate here given, and when it fell to near that point all orders ceased for English gold, none of which has since been imported. It has now been pretty well ascertained that the demand for gold from Europe for actual consumption practically ceases when the price rises to about Rs. 18 per tola or 1s. $9\frac{3}{8}$d., and it begins to be offered again for

export at very little over Rs. 18, when it lays down in London at 1s. 9d It is, however, a remarkable feature that these large imports of gold were made at prices higher than used to be paid for gold, or, in other words, gold has generally only been imported in quantity when exchange was considerably above the rates ruling from January to March ; and this, we find is owing to the very high and unprecedented prices which were paid for gold for export during the extreme depression in exchange, enabling the country to re-buy what it had sent away, and to give high prices although not nearly so high as the prices at which it had sold. The country in fact sold its gold when prices were high, and re-bought when they were low, though they were still higher than in former days it could afford to buy it.

It is obvious that this operation could not have been completed satisfactorily if it had been felt that the purchasing power of the rupee with respect to articles of general consumption, such as the ordinary food of the people, had become impaired, and the figures contained in the Statements E prove that the prices of food-grains did not rise till the latter months of 1876. The rise which then took place, and which still continues, is entirely accounted for by the famine prevailing in the Southern Mahratta Country and in Madras. The fall in the price of silver relatively to gold did not weaken the belief of the people of India in the one standard of value with which they are familiar, namely, the rupee ; on the contrary, it only stimulated them to sell all the gold they could lay hands upon in order to avail themselves of the opportunity of acquiring a greater number of rupees than usual in exchange for it. And it will doubtless occur to His Excellency in Council, that these proofs of the keenness with which the natives of India detect, and profit by any movements in the relative value of gold and silver, show that the difficulties which other countries have experienced in adopting a double standard would be no less formidable in India : and His Excellency will further no doubt feel, as the Chamber does, that this fact alone, apart from considerations of sound policy, affords a sufficient answer to the many proposals (some of them emanating from quarters sufficiently influential to be entitled to a hearing) to raise the rate of exchange by attempting in various ways to give the rupee a value different from its metallic value.

While the effect of the depreciation of silver relatively to

gold was to stimulate exports, its natural tendency on the other hand was to curtail the import trade relatively to the increased exports. The following comparative table—extracted from Statement A—of the exports and imports of British India, during the six months ending with October 1876—the period of greatest depression in exchange—with the exports and imports in the same period of 1875 and 1874, brings this point out more clearly :—

Statement A. From 1st May to 31st October.

	Exports of Merchandise.	Imports of Merchandise.
	Rs.	Rs.
1874	24,67,62,716	17,65,22,328
1875	25,38,14,029	17,19,09,779
1876	27,97,39,099	17,33,31,525

Statements B and C, which show from month to month the effect of the varying exchange on the exports and imports of this Presidency, also illustrate it. It will be observed that although the imports relatively to exports were smaller than those in the years of comparison, they were actually in some instances larger, as will be seen from the following table showing the values of the main articles imported into Bombay in the years 1874, 1875, and 1876 :—

—	Cotton Piece Goods.	Cotton Yarns.	Metals.	Sugar and Sugar Candy.	Raw Silk.	Silver.	Gold.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1874	4,53,62,404	78,45,475	81,17,637	48,95,230	73,27,947	4,00,72,724	1,22,46,639
1875	4,02,29,944	55,89,182	1,17,91,294	64,87,786	58,72,511	3,08,46,713	1,11,41,630
1876	5,28,56,285	68,88,362	1,49,39,768	74,15,770	48,37,340	5,67,06,139	68,27,964

Of these articles, cotton piece-goods and yarns, and metals, come principally from countries having a gold standard only, and, as these are the great articles of consumption in India, when the country is in a prosperous state, the increased imports in 1876, which was generally a year of low exchanges, would appear to show how largely the consuming power of the country may be augmented by the stimulus given to its export trade. But although the total values of piece-goods and metals for the whole of the year 1876, exceed those of the year 1875, and those of 1874, it will be observed that the imports were greatly curtailed during those months when exchange was much depressed.

Remittances, depending on the balances of payments to be made, are affected as the increase in imports falls short of, or exceeds, the increase relatively in exports. Under a temporary fall in silver, they are curtailed as much as possible, for anything tending to restrict the import trade necessarily abridges remittances. The Chamber, however, has no exact information as to the actual remittances made in 1876, and in previous years.

With regard to the effect of the depreciation of silver upon prices, the Chamber desires to observe that the famine, which would doubtless have had the effect of raising the prices of food generally in the Presidency, whether silver was depreciated or not, impairs in its effects the utility of the Statements marked E in respect of the prices given in the last 6 months of each, in as much as it is impossible to say from these Statements if any portion of the rise in prices of most of the food-grains which took place in October—when the distress began—was due to the depreciation in silver. The rise in the price of wheat which, however, besides being a food-grain, is now one of the main articles of export, and the price of which is therefore liable to be affected by the fluctuations in exchange, was in part distinctly due to the depreciation of silver, and to the tendency to higher prices in Europe. It is, however, generally believed that—excluding the effects of the famine on prices—the purchasing power of the rupee in respect of ordinary articles of consumption, such as the food of the people, remains undiminished. But the prices of articles of export, such as wheat, linseed, and rapeseed, are governed to a great extent by exchange. Statements D, Nos. 1 and 2 show that the rise in the prices of linseed and of rapeseed began about July 1876, but other causes, besides the decline in exchange, were at work to aid the advance, namely, the scarcity of seeds in Bombay, in consequence of the block of traffic on the G. I. P. Railway—which had the effect of retarding the arrival of crops from Nagpore and similar distant centres of the trade,—the deficient crops in the districts affected by the drought adjacent to Bombay, and an advance in the prices of seeds in Europe. Statements D show how this country received a much larger sum in silver for its produce, though the value in gold may not have increased, or whilst it may even have fallen. A few instances are selected from these Statements to illustrate this point, though the rise in the prices of seeds in

Europe, which began when exchange was very low, prevents us from exhibiting it generally with greater clearness :—

Statement D, *No.* 1, *Linseed.*

	Price per Cwt. in Bombay.			Exchange.		Price in London.		
1874.	Rs.	a.	p.	s.	d.	Rs.	a.	p.
March	5	10	0	1	11¼	9	0	0
1875.								
August	5	10	0	1	9 1/16	7	11	5
1876.								
August	5	11	6	1	7 1/16	8	1	7

Statement D, *No.* 3, *Cotton.*

	Price Per Cwt. in Bombay.			Exchange.		Price per Cwt. in Liverpool.		
1875	Rs.	a.	p.	s.	d.	Rs.	a.	p.
June	25	5	0	1	9 7/16	26	12	5
August	23	6	6	1	9 1/16	25	2	10
1876.								
August	23	7	6	1	7 1/16	24	14	10
November	25	0	0	1	8 5/16	26	3	5

The Chamber is of opinion that as the depreciation in silver did not continue long enough to affect the prices of articles of general consumption, such as the ordinary food of the people, the result has been a clear gain to the producer, and of great benefit to the country, greatly increasing the export trade, and giving a great impetus to the internal one, as may be seen from the increased railway traffic. Another advantage has been that of securing a large quantity of silver at cheap prices : in other words, an enormous quantity of produce has been sold and value received in return which otherwise would never have been received. The facts show that a heavy fall in exchange, so far from being an unmitigated evil, as it is too often considered by those who do not look below the surface, really confers great benefits on the country, as tending to develope enormously its agricultural resources, and to stimulate its industries. And it must not be forgotten that this effect does not altogether disappear with the cause which gave it birth, for trade, once induced to run in certain channels, often continues to flow in them long after the original cause has ceased to operate.

On the other hand, trade is injuriously affected by the fluctuations in the silver market, and by the uncertainty which hangs over the future. The silver market may be said from various causes introduced of late years to have become dependent on an entirely new set of influences, the

force of which cannot yet be accurately measured, and until the market adjusts itself to these influences and finds a new and comparatively stable basis (as it will in time, though, it is to be feared, not for some years to come), fluctuations will continue to be frequent, and to embarrass the trade of all countries working in a silver standard of value ; and the Chamber would take this opportunity most respectfully to press on His Excellency's attention the enormous influence which is exercised by His Excellency's Government on the silver market, and on the rate of exchange. As a seller of bills sufficient to finance for about one-fourth of the whole exports of British India, the Secretary of State for India's operations cannot but have a most important effect, and according as his sales are regular and for amounts declared sufficiently beforehand, or irregular and for changing amounts, so will the fluctuation and embarrassment consequent thereon be enormously influenced. The Chamber trusts therefore that His Excellency's Government will give the weight it deserves to this important fact, and that their endeavours in devising and carrying out their loan and bill operations will be especially directed to causing as little agitation as possible to a market which, whilst the silver market is in its present transition state, can scarcely fail to have always within it the elements of excitement.

In conclusion, I am directed to say that all enquiries with a view to eliciting further information on the various new conditions affecting silver, cannot but be very useful. The Chamber observes with much satisfaction the inquiries set on foot through the Foreign Office, and it hopes that all information obtained will be made public as soon as possible. —I have, &c.

J. GORDON, Secretary.

STATE

Showing the Total Value of the IMPORTS into, and EXPORTS from, British India, of Enfacements of INDIAN GOVERNMENT PAPER to the London
1876, *and in January*

In the Month of	Imports.			Exports.		
1874.	Merchandise.	Treasure.	Total.	Merchandise.	Treasure.	Total
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
January	3,17,97,806	36,98,029	3,54,95,835	5,70,88,820	5,21,277	5,76,10,097
February	2,85,90,403	1,58,81,201	4,44,71,604	5,32,63,285	12,99,587	5,45,62,872
March	3,29,93,023	1,41,38,873	4,71,31,896	6,53,85,773	14,41,085	6,68,26,858
April	2,31,41,289	1,34,36,070	3,65,77,359	6,08,28,385	10,50,495	6,18,78,880
May	2,70,69,582	1,53,84,139	4,24,51,721	5,91,79,754	93,020	5,92,72,774
June	2,85,57,533	39,51,993	3,25,09,526	4,52,26,301	15,88,461	4,68,14,762
July	3,23,82,892	21,46,390	3,45,29,282	4,06,13,032	18,24,950	4,24,37,982
August	2,81,04,644	16,34,583	2,97,39,227	3,21,78,895	23,03,300	3,44,82,195
September	2,66,92,158	34,38,828	3,01,30,986	3,74,78,113	12,91,436	3,87,69,549
October	3,37,15,519	29,50,420	3,66,65,939	3,20,86,621	17,66,900	3,38,53,521
November	3,10,76,326	57,77,568	3,68,53,894	3,33,27,193	19,96,850	3,53,24,043
December	3,10,71,017	31,76,837	3,42,46,854	4,67,00,392	13,65,830	4,80,66,222
Total for 12 months.	35,51,92,192	8,56,11,931	44,08,04,123	56,33,56,564	1,65,43,191	57,98,99,755
1875.						
January	3,24,75,076	1,28,59,087	4,53,34,163	5,55,29,408	9,75,297	5,65,04,705
February	2,87,28,185	1,00,94,753	3,88,22,938	5,25,79,999	7,62,984	5,33,42,983
Mach	3,66,76,524	65,62,798	4,32,39,322	6,74,36,546	12,33,568	6,86,70,114
April	3,14,49,813	38,11,599	3,52,61,412	6,71,58,603	6,35,910	6,77,94,513
May	2,78,20,610	28,88,907	3,07,09,517	6,58,77,969	1,91,115	6,60,69,084
June	3,21,30,768	55,16,187	3,76,46,955	5,23,93,312	15,23,251	5,39,16,563
July	3,16,15,709	50,59,281	3,66,74,990	3,80,19,240	43,31,382	4,23,50,622
August	2,44,30,593	27,87,220	2,72,17,813	3,43,14,577	5,15,828	3,48,30,405
September	2,97,13,164	1,04,90,148	4,02,03,312	3,45,22,586	16,48,035	3,61,70,621
October	2,61,98,935	26,03,943	2,88,02,878	2,86,86,345	27,89,700	3,14,76,045
November	3,29,80,008	18,73,420	3,48,53,428	3,82,28,106	19,00,500	4,01,28,606
December	3,55,33,851	40,19,672	3,95,53,523	4,77,13,075	15,90,361	4,93,03,436
Total for 12 months.	36,97,53,236	6,85,67,015	43,83,20,251	58,24,59,766	1,80,97,931	60,05,57,697
1876.						
January	3,60,08,635	31,34,799	3,91,43,434	5,58,37,679	25,37,014	5,83,74,693
February	3 72,86,591	26,86,367	3,99,72,958	5,72,70,096	30,39,127	6,03,09,223
March	4,04,34,167	81,32,181	4,85,66,348	6,06,03,454	13,00,140	6,19,03,594
April	3,04,15,711	96,33,538	4,00,49,249	5,62,51,334	17,24,716	5,79,76,050
May	2,99,07,003	1,01,64,565	4,00,71,568	6,36,32 056	29,46,435	6,65,78,491
June	2,89,95,067	59,48,271	3,49,43,338	5,45,40,005	27,16,046	5,72,56,051
July	2,28,97,862	60,79,507	2,89,77,369	3,93,56,459	45,10,048	4,38,66,507
August	2,80,19,579	39,16,619	3,19,35,198	3,89,70,043	71,10,955	4,60,80,998
September	2,84,58,388	45,33,593	3,29,91,981	4,30,81,036	70,95,201	5,01,76,237
October	3,50,53,626	1,43,57,858	4,94,11,484	4,01,59,500	33,50,426	4,35,09,926
November	3,45,34,268	1,06,80,999	4,52,15,267	4,35,12,936	36,78,622	4,71,91,558
December	3,20,98,074	1,06,37,648	4,27,35,722	4,65,75,626	20,29,298	4,86,04,924
Total for 12 months.	38,41,08,971	8,99,04,945	47,40,13,916	59,97,90,224	4,20,38,028	64,18,28,252
1877.						
January	3,29,97,072	1,35,98,158	4,65,95,230	5,63,54,659	22,02,703	5,85,57,362
February	3,. 8,83,325	1,57,19,891	4,86,03,216	6,14,84,560	8,99,121	6,23,83,681
March	....	....	....	....	....	....

N.B.—The Trade and Navigation Accounts of British India for March 1877 have not yet

MENT A.

together with the Total Allotments of COUNCIL BILLS on India, and the Balances Register and re-transfers to India, in each month, in the Years 1874, 1875, *and and February* 1877.

Balance of Trade.		Council Bills.	Indian Government Paper Outstanding on London Register.		Balance of Enfacements & Re-transfers to India.	
Total excess of Imports including Treasure.	Total excess of Exports including Treasure.	Total allotments on India.	Date.	Amount.	Excess London to India.	Excess India to London.
Rs.	Rs.	Rs.	1873.	Rs.	Rs.	Rs.
....	2,21,14,262	1,40,00,000	31st December	14,22,93,100		
			1874.			
....	2,21,14,262	1,40,00,000	31st January	14,51,22,500	....	28,29,400
....	1,00,91,268	1,00,00,000	28th February	14,49,66,400	1,56,100	.. .
....	1,96,94,962	1,00,00,000	31st March	14,56,51,500	....	6,85,100
....	2,53,01,521	90,00,000	30th April	14,45,29,500	11,22,000	....
....	1,68,21,053	40,00,000	31st May	14,37,27,700	8,01,800	....
....	1,43,05,236	40,00,000	30th June	14,26,82,700	10,45,000	....
....	79,08,700	80,00,000	31st July	14,34,42,300	....	7,59,600
....	47,42,968	1,00,00,000	31st August	14,52,75,300	....	18,33,000
....	86,38,563	1,00,00,000	30th September	14,52,75,300	....	....
28,12,418	....	1,00,00,000	31st October	15,17,55,600	....	64,80,300
15,29,851	....	1,05,00,000	30th November	15,31,36,800	....	13,81,200
....	1,38,19,368	1,10,00,000	31st December	15,29,21,700	2,15,100	....
43,42,269	14,34,37,901	11,05,00,000		....	33,40,000	1,39,68,600
			1875.			
....	1,11,70,542	1,25,00,000	31st January	15,14,93,160	14,28,540	....
....	1,46,20,045	1,40,00,000	28th February	14,97,29,380	17,63,800	....
....	2,54,30,792	1,40,00,000	31st March	15,17,65,460	....	20,36,100
....	3,25,33,101	1,40,00,000	30th April	15,20,74,760	....	3,09,300
....	3,53,59,567	1,40,00,000	31st May	5,17,00,760	3,74,000	....
....	1,62,69,608	1,30,00,000	30th June	15,23,87,960	....	6,87,200
....	56,75,632	1,20,00,000	31st July	15,22,05,560	1,82,400	....
....	76,12,592	1,35,00,000	31st August	15,27,56,260	....	5,50,700
40,32,691	....	1,34,17,000	30th September	15,34,78,960	....	7,22,700
....	26,73,167	1,45,83,000	31st October	15,43,38,660	....	8,59,700
..	52,75,178	1,40,00,000	30th November	15,51,68,860	....	8,30,200
....	97,49,913	1,40,00,000	31st December	15,51,05,760	63,100	....
40,32,691	16,62,70,137	16,30,00,000		....	38,11,840	59,95,900
			1876.			
....	1,92,31,259	1,40,00,000	31st January	15,49,45,830	1,59,930	....
....	2,03 36,265	....	29th February	15,46,52,430	2,93,400	....
....	1,33,37,246	3,00,000	31st March	15,40,37,330	6,15,000	....
....	1,79,26,801	50,00,000	30th April	15,13,44,130	26,93,300	....
....	2,65,06,923	1,08,30,000	31st May	14,93,67,830	19,76,300	....
....	2,23,12,713	1,09,77,940	30th June	14,69,44,630	24,23,200	....
....	1,48,89,138	1,19,60,000	31st July	14,39,78,130	29,66,500	....
....	1,41,45,800	1,95,52,000	31st August	14,22,30,530	17,47,600	. ..
....	1,71,84,256	1,40,00,000	30th September	14,06,06,730	16,23,800	....
59,01,558	....	1,40,00,000	31st October	13,94,24,330	11,82,400	....
....	19,76,291	1,40,00,000	30th November ...	13,83,56,130	10,68,200	....
....	58,69,202	1,40,00,000	31st December	13,82,54,580	1,01,550	....
59,01,558	17,37,15,894	12,86,19,940		....	1,68,51,180	....
			1877.			
....	1,19,62,132	1,46,60,000	31st January	13,82,29,580	25,000	....
....	1,37,80,465	56,43,000	28th February	14,10,32,480	....	28,02,900
....	....	70,00,000	31st March	14,05,34,780	4,97,700	....

been received by the Chamber from the Government of India.

STATE

EXPORTS OF PRINCIPAL ARTICLES from Bombay Presidency to Foreign articles, the value of Bar Silver in London, and the RATES OF

In the Month of	Rate of Exchange on London Sight Bills.	* Value of China Gold Leaf per Tola in Bombay.	Value of Bar Silver in London per oz.	Rate of Freight to Liverpool via Canal.	Cotton.		Wool.	
					Cwt.	Price per Cwt. (Dholera) Exclusive of all charges	Cwt.	Price per Cwt. (Joria) Exclusive of all charges
1874.	*s. d.*	Rs. as.	*d.*	£ *s.*		Rs. as.		Rs. as.
January	1 10 3/4	16 12	58 1/16	2 16 1/4	217,882	26 5	12,881	49 0
February	1 11 1/8	16 14	58 3/8	2 13 1/4	351,229	24 9	15,964	45 4
March	1 11 1/4	16 12 1/2	58	2 16 1/4	654,027	25 2	13,081	45 1
April	1 11	17 0	58 3/16	2 18	963,521	24 9 1/2	15,724	45 8
May	1 11	17 0 1/2	58 1/16	3 5 1/4	871,549	25 6 1/4	18,375	44 0
June	1 10 1/2	17 1	58 1/4	2 16 1/2	544,099	25 2 1/2	9,403	42 6
July	1 10 1/2	17 0 1/2	58 7/16	2 4 1/2	217,708	24 15 1/2	4,860	43 4
August	1 10 1/2	17 2 1/2	58	2 0 1/2	170,639	25 6 1/4	13,180	46 7
September	1 10 3/8	17 4	57 7/8	1 19 1/2	67,882	24 14 1/4	12,084	41 4
October	1 10 3/8	17 3 1/2	57 15/16	2 1 1/2	64,305	25 1	9,100	49 8
November	1 10 1/2	17 4	58	2 4 1/2	100,002	24 5 1/2	8,335	49 8
December	1 10 5/16	17 3	57 1/2	2 6 1/2	162,148	22 9	11,486	45 12
1875.								
January	1 10 3/16	17 3 1/2	57 1/2	2 8 1/4	278,540	23 2 1/4	8,774	42 14
February	1 10 1/2	17 4	57 1/2	2 5 1/4	490,655	24 13	13,021	40 8
March	1 10	17 4 1/2	57 5/16	2 3	625,829	27 13 1/2	8,932	39 0
April	1 10 1/16	17 6 1/2	57 1/4	1 13 1/2	865,094	27 13 1/2	9,861	39 8
May	1 10	17 9 1/4	56 3/4	1 14 1/4	919,159	26 13 1/4	13,352	43 5 1/4
June	1 9 7/8	17 10	55 1/4	2 7 1/2	614,781	25 5	12,646	44 12 1/2
July	1 9 1/2	17 9 1/2	55 1/2	2 1	153,243	24 0	16,041	48 6
† August	1 9 1/16	17 7 1/4	56 1/8	2 3	66,456	23 6 1/2	10,748	46 10 1/2
September	1 9 1/16	17 6	56 1/2	2 6 1/4	72,827	23 4	10,321	46 14 1/2
October	1 9 3/8	17 5 1/2	56 1/4	1 6 1/4	47,200	23 0	10,858	46 10 1/2
November	1 9 1/4	18 8 1/2	56 3/16	1 14 1/2	86,354	22 11 1/2	9,916	45 2 1/2
December	1 9 1/2	17 9	56 1/2	2 4 1/2	138,295	22 8	12,002	40 15 1/2
1876.								
January	1 9 1/2	17 10 1/2	55 1/2	2 7 1/2	220,019	22 0 1/2	15,253	44 3
February	1 8 7/8	18 0 1/2	54 7/16	1 17	210,646	20 12 1/2	10,216	45 7 1/2
March	1 8 1/2	18 7	53 7/16	2 0 1/2	328,366	20 10 1/2	13,433	47 6
April	1 8 1/16	18 4 1/2	53 1/16	2 1 1/2	602,395	22 2 1/2	15,043	45 3 1/2
May	1 8 5/16	18 8 1/2	52 13/16	2 2 1/2	803,509	22 1	15,389	45 8 1/2
June	1 7 1/2	19 0 1/2	51 7/16	2 5	646,78	22 2 1/2	11,884	45 11 1/2
July	1 6 15/16	19 13 1/2	48 1/2	2 11 1/2	158,049	22 10 1/2	15,495	47 13 1/2
August	1 7 1/16	18 14 1/2	52 1/16	2 0	74,940	23 7 1/2	7,804	48 9 1/2
September	1 7 1/16	19 1	51 1/16	1 12 1/2	123,922	23 9 1/2	11,906	47 0 1/2
October	1 8 1/16	18 11 1/2	52 1/16	1 18	55,381	23 8	12,178	45 9 1/2
November	1 8 1/16	18 5 1/2	54 1/16	2 2	132,826	25 0	10,985	46 14 1/2
December	1 9 1/8	17 14 1/2	56 1/16	2 4 1/2	54,118	25 9	9,678	48 3
1877.								
January	1 10	17 12 1/2	57 1/8	2 9 1/2	153,625	26 14 1/2	17,301	47 10
February	1 9 3/8	17 14	56 1/16	2 5	354,796	26 5 1/2	16,455	47 5 1/2
March	1 9 1/4	18 0	54 15/16	2 2 1/2	413,734	24 9 1/2	10,958	45 3 1/2

* China Gold Leaf is taken as being a regular article of import, not so fitful as English Gold.

MENT B.

External Ports, from January 1874 *to March* 1877, *with the average prices of the EXCHANGE, and FREIGHT, current each month at Bombay.*

WHEAT.		LINSEED.		RAPE SEED.		GINGELLY SEED.		MYRABOLLAMS.		GOLD.	SILVER.
Cwt.	Price per Cwt. (Jubulpore) Exclusive of all charges	Cwt.	Price per Cwt. Exclusive of all charges.	Cwt.	Price per Cwt. Exclusive of all charges.	Cwt.	Price per Cwt. Exclusive of all charges.	Cwt.	Price per Cwt. Exclusive of all charges.	Amount of Gold Exported.	Amount of Silver Exported.
	Rs. AS.		Rs. A.		Rs. AS.		Rs. A.		Rs A.	Rs.	Rs.
70,108	4 9	42,326	5 15½	.....	6 8	21,047	6 13½	7,838	3 8½	2,73,000	1,94,350
126,480	4 5	46,137	5 14½	1,336	6 8	53,538	6 11½	23,856	3 7½	.....	1,76,875
50,982	4 2½	166,267	5 10	1,800	6 6	56,029	6 12	16,163	3 4½	89,950	5,22,050
22,495	4 2½	123,826	5 9½	352	6 2	341	6 12½	28,131	3 2½	9,300	18,000
86,345	4 5½	97,891	5 9	120	5 6	.....	7 8½	12,740	3 6	900	90,520
55,804	4 4	20,333	5 9½	.....	5 6½	750	7 0½	3,857	3 7½	3,600	2,79,040
38,921	4 3½	63,750	5 14½	.....	5 7	1,254	6 13½	2,995	3 6½	7,16,300	3,45,400
81,363	4 3½	110,864	6 2	625	5 8½	750	6 15	13,385	3 8	7,42,500	2,69,075
83,918	4 2½	45,709	5 15½	.....	5 9	1,819	6 12½	12,755	3 10½	1,87,000	3,54,381
58,320	4 2½	10,319	6 1½	.....	5 9	18,850	6 10½	6,895	3 12½	44,900	5,04,200
47,824	4 2½	39,167	6 1	.....	5 6½	21,043	6 0	6,418	3 9½	60,000	6,16,550
68,049	4 2½	60,843	6 0	1,386	5 6½	59,941	5 11½	9,668	3 9	50,250	6,09,550
48,788	3 12½	7,029	5 14½	4,835	4 14½	64,042	5 10½	12,688	3 9	.....	4,11,952
11,672	3 10¾	80,998	5 15	4,423	4 15	34,742	5 9	26,639	3 11	1,62,500	86,008
30,182	3 10	137,986	5 7	4,764	4 15	42,535	5 9½	17,065	4 1½	1,74,000	2,39,615
32,482	3 11½	313,139	5 9½	38,473	4 15	73,470	5 9½	28,750	4 3½	.....	1,09,750
67,953	3 14½	325,875	5 8½	60,189	5 5	107,611	5 13½	12,600	4 3½	1,996	1,78,500
39,593	3 12½	174,305	5 6	37,410	5 5	22,708	5 13½	6,409	4 4½	2,000	1,95,860
28,869	4 0½	75,768	5 7	11,545	5 6½	12,900	5 14½	2,527	4 3½	1,500	21,90,150
139,862	4 7	39,999	5 10	3,669	5 11	6,076	6 4	1,001	4 4	.....	3,62,695
113,559	4 1½	89,612	5 9½	.....	5 11½	8,750	6 4	156	4 2½	.....	3,54,110
59,522	4 2½	14,820	5 7	1,100	5 11	10,273	6 3½	1,148	4 1½	.....	11,83,010
72,275	4 4½	108,573	5 10½	3,661	6 4	19,933	6 2½	7,550	3 13½	.....	15,83,250
88,701	4 0½	226,874	5 10½	43,145	6 4	48,592	5 15½	19,136	4 0	23,900	8,61,750
61,101	4 0½	189,173	5 4½	25,312	5 8½	111,066	6 0	26,259	3 14½	3,70,071	12,48,550
62,900	4 3	176,665	5 5½	10,066	5 8½	63,120	6 0	22,726	4 0½	13,23,300	6,92,997
71,152	4 3½	420,755	5 5½	27,992	5 13	58,255	6 8½	25,648	4 4	3,32,350	5,63,390
146,811	4 4½	469,177	5 2¾	96,869	5 11	46,344	6 11½	9,666	4 3½	5,65,031	11,18,215
267,003	4 4½	523,877	5 3¾	123,234	5 14½	11,653	6 11½	18,371	4 0	6,01,300	10,85,870
104,719	4 7½	306,736	5 6½	66,840	6 2¾	4,262	6 6½	11,015	3 14½	9,23,950	17,04,250
129,497	4 9	43,203	5 12	1,212	6 4	6,077	6 7½	2,071	3 14½	21,10,480	21,29,561
88,430	4 5½	139,537	5 11½	13,438	6 4	606	6 15½	6,116	3 14	33,38,051	14,05,961
72,823	4 8½	170,185	6 0	13,023	6 10	3,564	7 4	4,224	4 3½	23,19,274	45,86,716
139,013	4 10¾	69,859	6 6½	1,321	6 15½	3,913	7 2½	1,012	4 3½	17,24,800	16,14,001
44,538	4 13	89,227	6 10½	11,040	6 14½	3,759	8 0½	10,897	4 5½	2,44,000	28,10,460
47,660	4 13½	74,295	6 6½	17,840	7 0	27,647	7 11½	12,475	4 7½	2,04,350	17,43,637
48,522	4 12½	50,590	6 3½	9,553	7 0½	35,614	7 12	21,865	4 10½	1,000	18,12,190
79,899	4 10	60,666	6 4½	6,311	7 1½	15,712	7 12½	31,004	4 10½	1,500	2,76,668
53,997	4 13	91,763	5 12½	24,792	6 10½	29,899	7 6½	22,221	4 10½	1,400	10,08,180

† The export duties on Seeds were repealed this month.

STATE

STATEMENT showing the value of the following articles imported into the Bombay
the Rate of Council Bills on Bombay

In the Month of	Rate of Council Bills on Bombay.	Value of Bar Silver in London per oz.	Cotton Yarn.
	s. *d.*	*d.*	Rs.
1874.			
January	1 $10\frac{1}{8}$	$58\frac{11}{16}$	5,85,945
February	1 $10\frac{3}{16}$	$58\frac{7}{8}$	6,79,163
March	1 $10\frac{1}{4}$	$58\frac{7}{8}$	7,64,690
April	1 $10\frac{9}{16}$	$58\frac{13}{16}$	3,80,179
May	1 $10\frac{11}{16}$	$58\frac{11}{16}$	6,09,629
June	1 $10\frac{3}{8}$	$58\frac{3}{4}$	6,83,702
July	1 10	$58\frac{7}{16}$	6,93,989
August	1 $9\frac{7}{8}$	58	7,19,003
September	1 10	$57\frac{7}{8}$	6,62,398
October	1 $10\frac{1}{16}$	$57\frac{11}{16}$	8,81,588
November	1 $10\frac{5}{16}$	58	5,73,468
December	1 $10\frac{1}{16}$	$57\frac{3}{8}$	6,11,721
1875.			
January	1 $10\frac{5}{32}$	$57\frac{1}{2}$	5,29,431
February	1 $10\frac{1}{16}$	$57\frac{1}{4}$	6,99,184
March	1 10	$57\frac{5}{16}$	5,27,442
April	1 10	$57\frac{1}{4}$	2,74,604
May	1 $9\frac{1}{2}$	$56\frac{3}{4}$	3,88,776
June	1 $9\frac{3}{8}$	$55\frac{3}{4}$	5,80,300
July	1 $9\frac{11}{32}$	$55\frac{3}{4}$	4,47,223
August	1 $9\frac{13}{32}$	$56\frac{3}{8}$	4,69,245
September	1 $9\frac{15}{32}$	$56\frac{3}{4}$	4,80,600
October	1 $9\frac{15}{32}$	$56\frac{7}{8}$	4,04,200
November	1 $9\frac{3}{8}$	$56\frac{13}{16}$	3,25,820
December	1 $9\frac{7}{16}$	$56\frac{1}{2}$	4,62,357
1876.			
January	1 $1\frac{5}{16}$	$55\frac{5}{8}$	3,46,053
February	.....	$54\frac{13}{16}$	6,15,605
March	1 9	$53\frac{13}{16}$	12,94,818
April	1 $9\frac{7}{8}$	$53\frac{11}{16}$	6,61,990
May	1 $8\frac{9}{16}$	$52\frac{13}{16}$	6,38,215
June	1 $7\frac{3}{4}$	$51\frac{5}{16}$	5,53,065
July	1 $6\frac{17}{32}$	$48\frac{3}{4}$	3,16,652
August	1 $7\frac{13}{16}$	$52\frac{5}{16}$	5,20,599
September	1 $7\frac{3}{4}$	$51\frac{5}{16}$	4,99,125
October	1 $8\frac{3}{16}$	$52\frac{9}{16}$	4,75,109
November	1 $8\frac{1}{4}$	$54\frac{9}{16}$	4,43,971
December	1 $9\frac{13}{32}$	$56\frac{11}{16}$	5,23,160
1877.			
January	1 $10\frac{5}{16}$	$57\frac{1}{8}$	4,33,171
February	1 $9\frac{3}{4}$	$56\frac{9}{16}$	7,82,618
March	1 $9\frac{5}{32}$	$54\frac{11}{16}$	8,03,020

MENT C.

Presidency from Foreign External Ports, from January 1874 to March 1877, with and the Value of Bar Silver in London.

Cotton Piece Goods.	Metals.	Sugar and Sugar Candy.	Raw Silk.	Silver.	Gold.
Rs.	Rs.	Rs.	Rs,	Rs.	Rs.
49,85,420	5,34,499	7,49,055	5,76,907	4,43,766	12,00,430
52,70,157	6,62,210	10,39,065	7,42,018	88,42,608	14,04,982
60,99,569	9,80,732	5,62,536	4,19,253	93,48,133	8,78,927
15,33,965	3,79,011	2,09,982	3,02,646	82,94,832	26,30,745
28,97,252	7,64,588	2,31,434	3,41,626	66,45 198	14,21,795
34,03,347	7,41,837	2,27,001	2,01,115	14,76,318	8,27,454
34,19,471	9,86,326	12,480	5,04,554	7,34 008	8,22,388
32,31,326	8,24,525	10,408	8,62,512	1,87,378	5,73,970
24,01,376	3,56,371	67,302	7,12 402	14.53,390	7,15,357
49,64,173	5,71 682	7,37,573	16,82,595	17,98,401	5,03,897
34,12,191	5,68,908	5,43,635	4,73,599	3,53,003	9,00,125
37,44,157	7,46,948	5,04,759	5,08,720	4,95,689	3,66,569
32,66,793	8,61,132	7,76,066	8,18,782	58,54,669	19,67,995
43,35,197	9,05,235	5,90,814	6,34,258	49,75,483	10,70,063
60,83,417	23,21,507	9,23,484	6,44,792	21,90,251	6,95,676
30,52,767	6,20,217	88,857	2,21,516	19,78,845	8,90,742
36,40,407	9,38,114	2,45,443	4,01,789	6,55,438	5,06,675
34,42,478	10,81,786	3,77,721	2,34,472	23,55 973	16,48,387
24,55,457	10,14,386	2,84,170	6,04,672	24,89,247	11,71,181
23,09,720	5,37,264	4,76,190	6,04,052	11,77,898	7,06,360
22,95,998	9,90,056	5,13,015	5,39,441	52,95,909	7,45,177
17,80,980	7,92,256	4,77,210	5,87,826	8,44,946	5,11,784
29,04,816	7,45,719	8,87,968	2,38,554	5,69,602	4,41,845
46,61,914	9,83,622	8,46,848	3,42,357	24,58,452	7,85,745
50,45,034	13,22,755	16,55 258	9,72,464	11,06,022	8,24,824
52,94,188	16,59,893	14,16,512	7,38,069	6,93,088	8,98 261
83,97,792	29,64,140	13,10,959	4,88,857	67,09,878	5,24,297
35,12,575	9,11,050	3,08,127	1,25,458	44,86,402	5,60,802
39,10,408	13,85,656	3,07,819	87,526	65,69,813	11,62,319
27,63,040	4,57,081	20,470	3,44,380	41,50,629	4,43,930
19,15,201	6,33,421	1,35,892	3,90,553	40,31,316	4,43,485
27,61,729	9,11,942	58,841	3,47,269	30,97,966	4,93,767
42,99,390	10,33,238	7,30,402	3,83,718	36,10,899	3,87,404
51,14,800	14,04,797	1,07,517	3,81,980	53,85,900	2,71,526
48,76,886	12,49,425	6 14,233	1,70,907	84,84,344	4,14,117
49,65,242	10,06,370	7,49,740	4,06,159	83,79,882	4,03,232
44,26,988	10,39,753	2,51,963	4,22,348	89,64,526	6,98,107
49,88,758	13,73,787	2,42,322	4,95,523	1,13,95,546	30,56,801
50,20,765	18,92,897	2,29,039	1,64,663	39,63,069	21,05,300

STATEMENT D.—No. 1.

STATEMENT showing the average price each month of LINSEED in Bombay, and in London during the years 1870-76, and the first quarter of 1877, with the current rate of Exchange.

In the Month of	Price in Bombay per cwt. (ungarbled) Exclusive of all charges.	Rate of Exchange at Bombay on London. Sight Bills	Price in London.	
			Per Quarter of 416 lbs.	Price per Cwt. at Rates of Exchange as per preceding Column.
1870.	Rs. as.	s. d.	s.	Rs. a. p.
January	6 4½	1 11 3/16	60¼	8 4 0
February	6 4	1 11 5/16	59¾	8 3 1
March	6 6	1 11 7/16	60	8 3 7
April	6 5¾	1 11 7/16	60¼	8 6 8
May	6 7	1 10 15/16	62¼	8 12 2
June	6 6	1 10 13/16	63¼	9 0 6
July	6 6½	1 10½	64½	9 1 11
August	6 6¼	1 10 9/16	64¼	9 6 10
September..	6 5½	1 10 5/16	62½	9 0 8
October	6 4¼	1 10⅜	61¼	8 13 7
November..	6 3½	1 11	60¾	8 8 5
December...	6 1½	1 10 7/16	60	8 10 4
1871.				
January	6 1½	1 10 3/16	60¼	8 12 3
February	5 15½	1 10⅛	61½	8 14 2
March	6 1	1 10 1/16	64	9 1 8
April	5 15½	1 10 7/16	64¼	9 4 0
May	5 11¼	1 10	64½	9 3 7
June	5 13½	1 10 1/16	64¼	9 2 4
July	5 14	1 10⅛	64	9 1 3
August	5 11	1 10 3/16	63½	8 15 5
September..	5 12¼	1 10 3/16	63¾	9 0 6
October	5 13¼	1 11 1/16	64	8 15 3
November..	5 15	1 11¼	64	8 14 1
December...	6 1¼	1 11⅜	64	8 13 4
1872.				
January	6 1	1 11¼	63¾	8 11 8
February	6 2½	1 11 3/16	63¼	8 9 10
March	6 6	1 11¼	63¼	8 10 1
April	6 4½	1 11	63¾	8 14 3
May...	6 5½	1 11 7/16	64½	8 15 7
June..	6 4¾	1 10⅞	65¼	8 14 9
July..	6 5	1 10¾	65	9 2 11
August	6 4½	1 10 13/16	62¾	8 13 7
September..	6 5	1 10 13/16	64¼	9 2 0
October	6 5¼	1 10 13/16	64¼	9 2 9
November...	6 4	1 10⅝	65	9 3 8
December...	6 1½	1 10 15/16	65	9 4 1
1873.				
January	6 2	1 10 15/16	65	9 4 1
February	6 1	1 10¾	59	8 5 3
March	5 14½	1 10¾	63½	8 15 0
April	5 10¾	1 10 13/16	63	8 14 7
May	5 12	1 10¾	65	9 3 8
June..	5 14½	1 10¾	64¼	9 2 8
July..	5 14	1 10 7/16	63¼	9 2 7
August	5 12½	1 10 7/16	62¾	9 0 5
September..	5 14½	1 10½	63¾	9 2 8
October	6 0	1 10 9/16	64	9 4 1
November	5 15¼	1 9¾	63½	9 6 4
December...	5 15	1 9 15/16	63¾	9 7 3

STATEMENT D.—No. 1—*continued.*

STATEMENT showing the average price each month of LINSEED in Bombay, and in London during the years 1870-76, *and the first quarter of* 1877, *with the current rate of Exchange.*

In the Month of	Price in Bombay per cwt. (ungarbled). Exclusive of all charges.	Rate of Exchange at Bombay on London. Sight Bills.	Price in London.	
			Per Quarter of 416 lbs.	Price per Cwt. at Rates of Exchange as per preceding Column.
1874.	Rs. as.	s. d.	s.	Rs. as. p.
January	5 15¼	1 10¾	64	9 1 2
February	5 14¾	1 11⅛	64½	9 0 0
March	5 10	1 11¼	64¾	9 0 0
April	5 9½	1 11	63	8 13 5
May	5 9	1 11	61½	8 10 3
June	5 9¾	1 10½	60	8 9 11
July	5 14½	1 10⅝	60	8 11 6
August	6 2	1 10⅜	58½	9 7 11
September	5 15½	1 10 3/16	58	8 6 11
October	6 1¼	1 10 5/16	57¾	8 6 5
November	6 1	1 10⅛	56¼	8 1 1
December...	6 0	1 10 5/16	57¼	8 4 0
1875.				
January	5 14½	1 10 5/16	60	8 11 11
February	5 15	1 10¼	60¼	8 12 8
March	5 7	1 10	58¾	8 10 2
April...	5 9¾	1 10 1/16	59	8 10 2
May	5 8¼	1 10	56¾	8 5 3
June	5 6	1 9 7/16	51	7 10 9
July	5 7	1 9⅜	51	7 10 5
August	5 10	1 9 1/16	51¾	7 11 5
September	5 9½	1 9⅛	50½	7 8 0
October	5 7	1 9 3/16	50¼	7 10 9
November	5 10¾	1 9⅛	53	7 14 6
December...	5 10¼	1 9⅛	54¼	8 2 4
1876.				
January	5 4¾	1 9⅛	52¼	7 16 10
February	5 5¼	1 8 3/16	50	7 13 7
March	5 5⅜	1 8⅛	48¾	7 10 2
April	5 2¾	1 8 1/16	47¾	7 7 6
May	5 3¾	1 8 3/16	46¾	7 6 9
June	5 6½	1 7⅞	48	7 13 9
July	5 12	1 8 5/16	48½	8 4 5
August	5 11½	1 7 15/16	50	8 1 7
September	6 0	1 7 15/16	51	8 5 8
October	6 6½	1 8 3/16	54¾	8 13 2
November	6 10¾	1 8 1/16	56¼	9 5 6
December...	6 6¼	1 9⅛	55¼	8 4 1
1877.				
January	6 3¼	1 10	54¼	8 0 9
February	6 4¼	1 9 13/16	52	7 11 3
March, ...	5 12½	1 9⅛	50¼	7 12 3

STATEMENT D.—No. 2.

STATEMENT showing the average price each month of RAPESEED in Bombay, and in London during the years 1870-1876, *and the first quarter of* 1877, *with the current rate of Exchange.*

In the Month of	Price in Bombay per cwt. (ungarbled.) Exclusive of all charges.	Rate of Exchange at Bombay on London Sight Bills.	Price in London.	
			Per Quarter of 416 lbs.	Price per cwt. at Rates of Exchange as per preceding Column.
1870.	Rs. as.	s. d.	s.	Rs. a. p.
January	6 5	1 $11\frac{7}{16}$	$61\frac{1}{4}$	8 6 5
February	6 5	1 $11\frac{8}{16}$	$61\frac{3}{4}$	8 7 6
March	6 5	1 $11\frac{9}{16}$	$63\frac{1}{4}$	8 10 10
April	6 5	1 $11\frac{11}{16}$	65	9 0 2
May	6 $14\frac{3}{4}$	1 $10\frac{15}{16}$	$67\frac{1}{2}$	9 8 1
June	7 1	1 $10\frac{13}{16}$	65	9 3 3
July	7 3	1 $10\frac{13}{16}$	65	9 3 8
August	7 3	1 $10\frac{1}{16}$	$62\frac{1}{4}$	9 0 10
September	7 3	1 $10\frac{7}{16}$	$63\frac{1}{4}$	9 3 1
October	7 3	1 $10\frac{3}{8}$	$63\frac{3}{4}$	9 2 8
November	7 3	1 11	66	9 4 2
December...	7 0	1 $10\frac{7}{16}$	$68\frac{1}{4}$	9 13 3
1871.				
January	7 2	1 $10\frac{5}{16}$	$67\frac{1}{4}$	9 12 7
February	7 3	1 $10\frac{3}{8}$	68	9 13 2
March	7 3	1 $10\frac{1}{16}$	$67\frac{3}{4}$	9 10 1
April	7 3	1 $10\frac{7}{16}$	$66\frac{1}{2}$	9 8 11
May	7 0	1 $10\frac{1}{4}$	$65\frac{1}{4}$	9 6 11
June	7 $0\frac{1}{2}$	1 $10\frac{1}{16}$	$65\frac{1}{4}$	9 4 8
July	7 1	1 $10\frac{3}{8}$	65	9 3 8
August	7 $0\frac{1}{2}$	1 $10\frac{13}{16}$	66	9 5 5
September	7 $0\frac{1}{2}$	1 $10\frac{13}{16}$	$67\frac{1}{2}$	9 8 11
October	7 $1\frac{1}{4}$	1 $11\frac{1}{16}$	$69\frac{3}{4}$	9 12 5
November	7 $2\frac{1}{2}$	1 $11\frac{1}{4}$	70	9 11 7
December...	7 $4\frac{1}{2}$	1 $11\frac{3}{8}$	$68\frac{3}{4}$	9 7 11
1872.				
January	7 5	1 $11\frac{3}{8}$	$67\frac{1}{2}$	9 3 8
February	7 5	1 $11\frac{5}{16}$	$67\frac{1}{4}$	9 1 9
March	7 6	1 $11\frac{1}{4}$	$65\frac{3}{4}$	8 15 0
April	7 $9\frac{1}{2}$	1 11	$63\frac{1}{4}$	8 14 3
May	7 10	1 $11\frac{3}{16}$	58	8 1 5
June	7 10	1 $10\frac{3}{8}$	$58\frac{3}{4}$	8 6 3
July	7 10	1 $10\frac{3}{8}$	$58\frac{1}{4}$	8 3 7
August	7 10	1 $10\frac{5}{16}$	59	8 4 11
September	7 10	1 $10\frac{5}{16}$	58	8 3 6
October	7 10	1 $10\frac{5}{16}$	$59\frac{1}{2}$	8 6 2
November	7 10	1 $10\frac{3}{8}$	$59\frac{1}{4}$	8 6 6
December...	7 10	1 $10\frac{11}{16}$	$61\frac{1}{4}$	8 12 8
1873.				
January	7 9	1 $10\frac{11}{16}$	62	8 13 3
February	7 6	1 $10\frac{7}{16}$	$60\frac{1}{4}$	8 8 2
March	7 $1\frac{1}{4}$	1 $10\frac{7}{16}$	$57\frac{1}{4}$	8 2 5
April	6 8	1 $10\frac{5}{16}$	58	8 3 6
May	6 $6\frac{1}{2}$	1 $10\frac{3}{8}$	58	8 3 10
June	6 $2\frac{1}{4}$	1 $10\frac{3}{8}$	$58\frac{1}{2}$	8 5 8
July	6 $4\frac{1}{2}$	1 $10\frac{5}{16}$	$57\frac{1}{2}$	8 5 0
August	6 8	1 $10\frac{7}{16}$	57	8 3 3
September	6 8	1 $10\frac{1}{2}$	$56\frac{1}{2}$	8 2 5
October	6 8	1 $10\frac{5}{16}$	$54\frac{1}{4}$	7 14 11
November	6 8	1 $9\frac{15}{16}$	$52\frac{1}{4}$	7 13 3
December...	6 8	1 $9\frac{13}{16}$	52	7 11 3

STATEMENT D.—No. 2—*continued.*

STATEMENT showing the average price each month of RAPESEED in Bombay, and in London, during the years 1870-76, and the first quarter of 1877, with the current rate of Exchange.

In the Month of	Price in Bombay per cwt (ungarbled.) Exclusive of all charges.	Rate of Exchange at Bombay on London, Sight Bills.	Price in London.	
			Per Quarter of 416 lbs.	Price per Cwt. at Rates of Exchange as per preceding Column.
1874.	Rs. as.	s. d.	s.	Rs. a. p.
January	6 8	1 10⅞	51½	7 4 7
February	6 8	1 11⅛	50¾	7 1 6
March	6 6	1 11⅛	50¼	6 15 10
April	6 2	1 11	48	6 11 10
May	5 6	1 11	46½	6 8 4
June	5 6½	1 10⅝	47	6 11 9
July	5 7	1 10¼	46¾	6 12 8
August	5 8½	1 10¼	43½	6 5 0
September	5 9	1 10 3/16	44¼	6 7 1
October	5 9	1 10 3/16	44½	6 7 5
November...	5 6¾	1 10⅛	44½	6 5 8
December...	5 6¼	1 10 5/16	44⅛	6 6 11
1875.				
January	4 14½	1 10 3/16	47	6 13 7
February	4 15	1 10⅛	46½	6 11 11
March	4 15	1 10	45½	7 4 2
April	4 15	1 10 3/16	46¼	6 12 9
May	5 5	1 10	49½	7 3 8
June	5 5	1 9 7/16	52	7 13 5
July	5 6½	1 9½	50	7 8 2
August	5 11	1 9 7/16	50½	7 7 8
September	5 11¼	1 9⅜	49	7 4 5
October	5 11	1 9 3/16	48¾	7 6 11
November...	6 4	1 9⅜	53⅛	8 0 0
December...	6 4	1 9½	55	8 4 3
1876.				
January	5 8½	1 9⅜	51	7 12 7
February...	5 8¼	1 8 5/16	49	7 11 3
March	5 13	1 8⅜	48¾	7 10 2
April	5 11	1 8 11/16	49	7 10 5
May	5 14½	1 8 5/16	48½	7 10 5
June	6 2½	1 7 7/16	50¾	8 4 10
July	6 4	1 6 13/16	49½	8 7 0
August	6 4	1 7 1/16	51	8 4 0
September	6 10	1 7 1/16	54¼	8 14 4
October	6 15½	1 8 1/16	55¾	8 15 7
November	6 11¾	1 8 5/16	55½	8 10 11
December...	7 0	1 9⅛	58¼	8 12 5
1877.				
January	7 0½	1 10	58½	8 8 11
February...	7 1	1 9 13/16	56½	8 5 10
March	6 10½	1 9⅛	52¾	8 0 11

STATEMENT D.—No. 3.

STATEMENT showing the average price each month of FAIR DHOLLERA COTTON in Bombay, and in Liverpool, during the years 1858-60, 1874-76, *and the first quarter of* 1877, *with the current rate of Exchange.*

In the Month of	Price in Bombay per cwt. Exclusive of all charges.	Rate of Exchange at Bombay on London. Sight Bills.	Price in Liverpool.	
			Per lb.	Price per Cwt. at Rates of Exchange as per preceding Column.
	Rs. as.	s. d.	d.	Rs. a. p.
1858.				
January	17 2½	1 11½	4 15/16	23 8 6
February	17 8	2 0½	5 1/16	28 6 6
March	17 12½	2 0⅜	5½	24 2 0
April	21 13¾	2 0 5/16	5⅝	24 12 2
May	20 2½	2 0½	5⅛	25 2 3
June	21 5¾	2 0	5 7/16	25 10 8
July	21 11½	1 11 5/16	5⅝	27 10 0
August	22 0	1 11¼	5⅝	27 1 7
September	22 0	1 11⅜	5¾	27 6 6
October	21 6¾	1 11⅞	5⅞	26 15 7
November	22 8	1 11⅞	5⅞	26 15 7
December...	21 9	2 0⅛	5⅛	26 1 10
1859.				
January	20 11½	2 0⅜	5½	25 4 4
February	17 8	2 0⅛	5 7/16	25 13 11
March	17 11½	2 0½	5⅞	26 9 4
April	21 4½	2 0⅜	5½	25 0 3
May	20 1	2 0 5/16	5	22 7 4
June	19 12½	2 0 3/16	5⅛	23 11 8
July	20 0½	1 11 13/16	5¼	27 0 8
August	20 4½	1 11 13/16	5¼	24 11 1
September	20 12½	2 0⅜	5	22 15 7
October	19 13¾	2 0⅜	5 1/16	23 4 2
November	19 0	2 0⅛	4⅞	22 10 1
December...	19 10½	2 0⅛	4 15/16	21 8 7
1860.				
January	17 12½	2 0¼	4⅜	21 15 0
February	16 0	2 0⅛	4⅜	21 13 2
March	14 13¾	2 0⅜	4½	20 6 2
April	14 12½	2 0⅛	4⅜	19 11 8
May	16 0	1 11⅝	4⅜	20 11 10
June	17 10¼	1 11¼	4	19 1 0
July	17 0	1 11⅛	3⅞	17 12 5
August	15 0	1 11 7/16	4	19 0 3
September	15 0	1 11⅞	4⅜	20 10 1
October	15 13¾	1 11⅝	4⅜	22 8 3
November...	17 1	1 11⅞	5	23 7 3
December...	18 10½	2 0⅜	5⅛	26 6 9
1874.				
January	26 5	1 10⅝	5 5/16	26 2 6
February	24 9	1 11⅛	5 5/16	25 11 8
March	25 2	1 11⅛	5 5/16	25 9 6
April	24 9¾	1 11	5 5/16	27 1 5
May	25 6½	1 11	5⅛	27 8 3
June	25 2½	1 10½	5⅛	27 6 1
July	24 15½	1 10⅛	5 5/16	26 11 10
August	25 6¾	1 10⅛	5 5/16	26 11 10
September	24 14¼	1 10 7/16	5 5/16	26 3 0
October	25 1	1 10 7/16	5⅛	26 8 0
November	24 5¾	1 10⅜	5⅛	25 8 2
December	22 9	1 10 5/16	4 15/16	24 12 7

STATEMENT D.—No. 3.—*Continued.*

STATEMENT showing the average price each month of FAIR DHOLLERA COTTON in Bombay, and in Liverpool, during the years 1858-60, 1874-76, *and the first quarter of* 1877, *with the current rate of Exchange.*

In the Month of	Price in Bombay per cwt. Exclusive of all charges.	Rate of Exchange at Bombay on London. Sight Bills.	Price in Liverpool.	
			Per lb.	Price per Cwt. at Rates of Exchange as per preceding Column.
1875.	Rs. as.	s. d.	d.	Rs. as. p.
January	23 2¼	1 10 3/16	5⅛	25 13 11
February	24 13	1 10⅛	5¼	26 6 3
March	27 13½	1 10	5½	26 11 8
April	27 13½	1 10 3/16	5 5/16	26 15 6
May	26 13¾	1 10	5½	26 11 8
June	25 5	1 9 7/16	5⅜	26 12 5
July	24 0	1 9½	4 15/16	25 11 6
August	23 6½	1 9 1/16	4¾	25 2 10
September	23 4	1 9¼	4¾	24 7 4
October	23 0	1 9 3/16	4¾	25 1 9
November...	22 11½	1 9⅛	4¾	24 9 7
December...	22 8	1 9¼	4 13/16	24 6 8
1876.				
January	22 0½	1 9⅛	4¾	24 8 4
February	20 12½	1 8 9/16	4 5/16	23 7 10
March	20 10½	1 8⅜	4⅜	23 12 1
April.	22 2¼	1 8 1/16	4 9/16	24 11 3
May	22 1	1 8 5/16	4⅜	24 2 0
June..	22 2¼	1 7¾	4⅜	24 13 0
July	22 10¼	1 6 15/16	4 3/16	24 12 8
August	23 7½	1 7 5/16	4 7/16	24 14 10
September	23 9¾	1 7 1/16	4¼	25 9 7
October	23 8	1 8 1/16	4 7/16	24 12 4
November...	25 0	1 8 5/16	4 13/16	26 3 5
December...	25 9	1 9⅛	5¼	27 8 1
1877.				
January	26 14½	1 10	5 1/16	28 15 3
February	26 5½	1 9⅝	5⅛	28 3 10
March	24 9¼	1 9⅛	5 3/16	27 8 0

STATEMENT

AVERAGE PRICES CURRENT of FOOD GRAINS, &c., at Bombay from and of the VALUE

BOM

In the Month of	Rate of Exchange in Bombay on London. Sight Bills.	Value of China Gold Leaf per Tola in Bombay.	Wheat per Rupee.	Barley per Rupee.	Rice, Best Sort, per Rupee.	Rice, Common, per Rupee.
1874.	s. d.	Rs. A.	s. ch.	s. ch.	s. ch.	s. ch.
January	1 10¾	16 12	11 0	21 13	7 8	15 8
February	1 11⅛	16 11¾	...	...	...	...
March	1 11¼	16 12¾	12 2	19 1½	8 9½	16 1½
April	1 11	17 0	13 3	17 9½	8 9½	15 8½
May	1 11	17 0¾	12 9	18 5	8 0¾	13 14
June	1 10⅞	17 1	12 2	17 8	7 11	13 8
July	1 10¼	17 0½	12 8	17 8	8 12½	14 11
August	1 10¼	17 2¼	12 8	17 8	8 12	13 7
September	1 10⅜	17 4	12 14	18 14	8 10½	12 9½
October	1 10⅜	17 3¾	12 10	20 4	8 12	12 4½
November	1 10½	17 4	...	...	...	...
December	1 10⅛	17 3	...	...	...	...
1875.						
January	1 10⅜	17 3½	...	...	...	...
February	1 10⅛	17 4	13 4	20 6	7 9	11 13
March	1 10	17 4¾	11 7½	20 1½	7 8	11 11½
April	1 10⅛	17 6¾	10 6½	21 14½	7 5½	11 11½
May	1 10	17 9¾	11 1½	23 4	7 9½	11 15½
June	1 9⅞	17 10	12 7½	20 0½	7 4	11 6
July	1 9½	17 9¾	12 12½	20 6	7 9½	11 2
August	1 9⅞	17 7⅝	11 9	20 6	7 12	11 2
September	1 9¾	17 6	11 9	20 4	7 12	11 2
October	1 9⅜	17 5¼	12 2	18 9	7 10½	10 9½
November	1 9⅝	18 8½	11 10½	18 9	7 8	10 9½
December	1 9½	17 9	12 5	18 9	8 2½	7 3
1876.						
January	1 9⅛	17 10½	12 15	18 9	8 7	11 14
February	1 8⅞	18 0½	12 6½	18 0	8 7	11 13
March	1 8⅝	18 7	12 4	18 0	8 7	11 13
April	1 8⅝	18 4½	12 4	18 0	8 7	11 13
May	1 8⅜	18 8¾	12 4	18 0	8 7	11 13
June	1 7¾	19 0½	12 4	...	8 5½	11 8½
July	1 6⅞	19 13⅛	11 12	18 0	7 12	10 7
August	1 7⅛	18 14½	11 6	18 0	7 12	10 7
September	1 7⅛	19 1	11 9	18 0	7 12	11 2
October	1 8⅛	18 11½	11 9	16 7	7 3	9 12½
November	1 8⅝	18 5½	9 12	15 0	6 6	8 0
December	1 9⅝	17 14½	9 13½	16 0	6 11	9 1
1877.						
January	1 10	17 12¼	9 12	16 0	6 14½	10 2¼
February	1 9⅛	17 14	9 12	16 0	6 15	10 7
March	1 9⅛	18 0	9 12	16 0	6 15	10 7

80 tolas or 16

E.—No. 1.

January 1874 *to March* 1877, *with the AVERAGE RATE of EXCHANGE of GOLD LEAF.*

BAY.

Jowar per Rupee.	Bajra per Rupee.	Gram per Rupee.	Firewood per Rupee.	Salt per Rupee.	Wheat Flour per Rupee.	Dall, Toor, per Rupee.	Ghee per Rupee.
s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.
19 13	19 6	14 2½	68 6½	13 15	9 12	8 7½	1 4
...	...	...	...	...	...	...	...
25 0	20 12½	17 9½	85 4½	14 1½	10 8	9 9½	1 6
25 0	20 12½	16 12	81 14	14 1½	10 8	9 9½	1 6
21 3	18 8	14 4½	75 0	14 1½	10 8	9 2	1 6
21 3	17 1½	14 0	75 0	14 1½	10 8	9 4½	1 6
21 3	18 0	15 1½	75 0	14 1½	10 8	9 4½	1 6
21 3	18 2	15 1½	75 0	14 1½	10 8	9 4½	1 6
22 12½	18 0	14 9½	75 0½	14 1½	10 8	9 7	1 7½
22 8	18 10½	14 8½	75 1	14 2	10 8	10 2½	1 8
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
24 3	20 12	13 13	68 4	14 2	6 7	9 1	1 6
23 10½	20 3	17 2½	63 4	14 2	6 7	10 4	1 6
20 5½	19 9	17 1½	68 4	14 2	6 7	11 6½	1 6
20 4	19 11½	16 14	68 4	14 2	6 7	12 1	1 6
20 3	16 5	18 2½	68 4	14 2	6 7	12 7½	1 5½
20 4	16 15	18 6	68 4	14 2	6 7	12 15½	1 3
20 4½	17 3	18 10	68 4	14 2	6 7	12 15½	1 3
19 6	17 3	18 10	68 4	14 2	6 7	12 6	1 2
19 8½	17 3	18 7½	68 4	14 2	6 7	12 3½	1 3
19 12	17 3	18 3½	68 4	14 2	6 7	12 0	1 3
20 14½	18 0	19 3	68 4	14 2	6 7	13 11½	1 3
21 7	17 1½	20 10	68 4	14 2	6 7	12 4	1 4
20 6	17 0½	20 5½	68 4	14 2	6 7	11 7½	1 6
20 7	17 3	20 5	68 4	14 2	6 7	11 9	1 6
20 0	17 1½	20 5	70 8	14 2	6 7	11 15½	1 6
20 0	17 3	20 5	72 12	14 2	6 7	12 6	1 6
20 0	16 3½	20 1	68 4	14 2	6 7	11 9	1 5½
20 0	15 4	19 0½	68 4	14 2	6 7	11 9	1 3
20 0	15 4	18 10	68 4	14 2	6 7	11 9	1 3
20 0	15 4	18 10	68 4	14 2	6 7	10 14	1 3
16 10	11 12	12 12½	68 4	14 2	6 7	10 10½	1 3
12 4	15 12½	12 10	68 4	14 2	5 13½	9 9½	1 3
12 11½	12 3	13 3	68 4	14 2	5 11	9 12	1 0
13 12	12 13	13 0	68 4	14 2	6 3	9 14	1 3
13 12	12 14½	13 7	68 4	14 2	6 7	9 9	1 3
13 12	13 8½	13 13	68 4	14 2	6 7	9 6½	1 3½

chittacks = 1 seer.

STATEMENT

PRICES CURRENT of FOOD GRAINS, &c., at Ahmedabad from January 1874 of GOLD

AHMED

In the Month of	Rate of Exchange in Bombay on London. Sight Bills.	Value of China Gold Leaf per Tola, in Bombay	Wheat per Rupee.	Barley per Rupee.	Rice, Best Sort, per Rupee.	Rice, Common, per Rupee.
1874.	s. d.	Rs. As.	s. ch.	s. ch.	s. ch.	s. ch.
January	1 10⅝	16 12	12 11	20 9¼	6 5¼	10 12
February	1 11⅛	16 11¾	...	...	...	...
March	1 11¼	16 12¼	14 8	24 8	6 8	11 0
April	1 11	17 0	15 3	29 8	7 0	11 0
May	1 11	17 0¾	14 15	29 0	7 0	11 0
June	1 10½	17 1	13 11	29 0	7 0	11 0
July	1 10¼	17 0½	13 15	26 8	7 0	11 0
August	1 10¼	17 2¼	14 11	30 0	7 0	11 0
September	1 10$^{9}_{16}$	17 4	14 11½	30 0	7 0	11 0
October	1 10$^{9}_{16}$	17 3¾	15 8	30 0	7 0	11 0
November	1 10½	17 4	16 0	35 0	7 0	11 0
December	1 10$^{9}_{16}$	17 3	16 12	36 0	8 0	12 0
1875.						
January	1 10$^{9}_{16}$	17 3½	16 0	32 0	8 0	13 0
February	1 10⅛	17 4	15 0	32 0	8 0	13 4
March	1 10	17 4¾	17 12	32 0	8 0	13 6
April	1 10$^{1}_{16}$	17 6¾	18 13	32 0	8 0	13 8
May	1 10	17 9¾	18 6½	32 0	8 0	12 2½
June	1 9$^{7}_{16}$	17 10	17 13	30 8	7 4	11 5
July	1 9½	17 9¾	17 7	26 11	7 4	11 1
August	1 9$^{11}_{16}$	17 7¾	16 10	26 1½	7 4	10 14
September	1 9¾	17 6	16 14	25 0	7 4	11 0
October	1 9$^{13}_{16}$	17 5¼	15 2	23 12	7 4	10 8
November	1 9⅝	18 8½	15 4	22 8	7 4	10 13½
December	1 9½	17 9	15 8	22 8	7 4	11 0
1876.						
January	1 9⅜	17 10½	15 8	22 8	7 4	11 0
February	1 8$^{15}_{16}$	18 0½	15 8	24 0	7 4	11 0
March	1 8⅜	18 7	16 12	25 0	7 4	11 0
April	1 8$^{11}_{16}$	18 4½	17 4	30 0	7 4	11 0
May	1 8$^{5}_{16}$	18 8¾	17 4	28 0	7 4	11 2
June	1 7¾	19 0½	16 10	25 0	6 15½	11 8
July	1 6$^{15}_{16}$	19 13½	16 2	25 0	7 4	11 8
August	1 7$^{15}_{16}$	18 14½	16 1½	24 8½	6 12	10 9
September	1 7$^{11}_{16}$	19 1	16 5½	20 9	6 13	10 9
October	1 8$^{1}_{16}$	18 11½	16 1	25 12½	7 4	11 6
November	1 8$^{0}_{16}$	18 5½	14 2	24 2	7 12	10 8
December	1 9⅜	17 14½	13 9	...	8 0	10 0
1877.						
January	1 10	17 12½	13 4	...	7 14	10 0
February	1 9$^{13}_{16}$	17 14	13 0	...	7 12	10 0
March	1 9⅛	18 0	11 6	...	7 12	9 0

E.—*continued.* No. 2.

to March 1877, *with the AVERAGE RATE of EXCHANGE and of the VALUE LEAF.*

ABAD.

Jowar per Rupee.	Bajra per Rupee.	Gram per Rupee	Firewood per Rupee.	Salt per Rupee.	Wheat Flour per Rupee.	Dall, Toor, per Rupee.	Ghee per Rupee.
s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.
22 6	20 8	15 2	96 11	15 13	11 3	8 13	1 4
...	...	...	...	...	...	...	...
24 8	23 0	17 8	100 0	18 0	12 8	11 0	1 6
24 8	23 8	18 4	100 0	17 12	13 0	11 0	1 6
21 8	21 5	18 0	100 0	18 0	13 0	10 8	1 6
20 0	20 11	18 0	100 0	18 0	12 0	10 0	1 6
20 0	21 11	18 0	100 0	18 0	12 0	10 0	1 8
19 0	22 9½	18 0	100 0	18 0	12 8	10 0	1 11
19 0	23 12	18 8	100 0	18 0	13 0	11 0	1 11½
24 0	19 0	19 8	100 0	18 0	13 0	11 0	1 12
19 0	25 4	19 8	100 0	18 0	13 0	11 0	1 12
23 2	25 3	17 14	100 0	18 0	12 0	12 0	1 12
29 8	24 12	16 8	100 0	18 0	12 0	15 0	1 12½
27 8	24 2	14 7	80 0	18 0	10 0	15 4	1 13
24 12	23 13	18 4	80 0	18 0	11 8	15 0	1 13
24 8	23 8	21 12	80 0	18 0	11 8	16 6	1 11
24 10	23 5½	22 5	80 0	18 0	11 13½	18 0	1 8½
22 15	20 14	22 2	80 0	18 0	11 9	17 12	1 5½
18 0	19 15	22 0	80 0	18 0	11 1	16 0	1 5
17 13½	18 6	21 10	80 0	18 0	11 0	16 0	1 5½
19 9	18 11½	20 10	80 0	18 0	11 0	16 0	1 5
22 8	19 9	17 4	80 0	18 0	10 0	16 8	1 5½
23 12	24 1	17 8	80 0	18 0	10 0	17 4	1 6
29 0	25 2	18 14	80 0	18 0	10 8	18 12	1 6
25 8	23 7	18 14	80 0	18 0	11 0	19 0	1 6
25 0	22 0	20 12	80 0	18 0	10 8	19 0	1 6
25 0	22 0	23 8½	80 0	18 0	11 0	19 0	1 6
25 0	22 0	25 8	80 0	18 0	11 0	19 0	1 7
23 15	21 12	25 8	80 0	18 0	11 0	19 0	1 5
22 0	20 10	25 4	80 0	18 0	11 0	19 0	1 5
20 0	18 8	23 10½	80 0	18 0	11 0	19 2½	1 5
18 4½	18 4½	21 0½	80 0	17 14	10 8	17 6	1 3
17 6½	19 6½	21 0½	80 0	17 12	10 11½	18 14	1 3
16 11½	17 14½	21 2	80 0	17 12	10 14½	18 11½	1 4
17 11½	15 2	18 8	80 0	17 0	10 0	16 0	1 5
18 0	14 8	16 8	80 0	18 0	10 0	16 0	1 5
18 8	14 6	17 1	80 0	18 0	10 0	15 6	1 3
19 0	14 0	17 10	80 0	18 0	10 0	15 6	1 4
15 0	13 8	17 0	80 0	18 0	10 0	12 0	1 5

STATEMENT

PRICES CURRENT of FOOD GRAINS, &c., at Kaira from January 1874 to
of GOLD
KAI

In the Month of	Rate of Exchange in Bombay on London. Sight Bills.	Value of China Gold Leaf per Tola in Bombay	Wheat per Rupee.	Barley per Rupee.	Rice, Best Sort, per Rupee.	Rice, Common, per Rupee.
1874.	s. d.	Rs. As.	s. ch.	s. ch.	s. ch.	s. ch.
January	1 10¾	16 12	10 9	...	7 4	11 10
February	1 11⅛	16 11¾	...	...	...	...
March	1 11¼	16 12¾	14 6	...	9 0	12 14
April	1 11	17 0	13 14	31 2	8 11	12 5
May	1 11	17 0¾	14 6	32 0	8 11	12 3
June	1 10½	17 1	13 7	32 0	8 11	12 9½
July	1 10¼	17 0⅓	13 7	32 0	8 11	12 3
August	1 10¼	17 2¼	13 8	32 0	8 11	12 9½
September	1 10 3/16	17 4	13 5	32 0	8 14	12 1
October	1 10 3/16	17 3¾	13 5	32 0	8 14	12 4
November	1 10½	17 4	13 1	32 0	9 7	12 13
December	1 10 5/16	17 3	13 1	32 0	10 5	13 10
1875.						
January	1 10 3/16	17 3⅓	12 7	32 0	9 11½	13 5
February	1 10⅛	17 4	11 11	32 0	10 0	13 5
March	1 10	17 4⅔	12 8	33 12½	10 0	13 5
April	1 10 1/16	17 6⅔	15 4	32 0	10 0	13 5
May	1 10	17 9¾	14 14½	32 0	9 7	11 13½
June	1 9 7/16	17 10	14 12	27 14	8 14	11 7
July	1 9½	17 9¾	13 15	26 11	8 14	11 1
August	1 9 1/16	17 7¾	14 4	26 11	8 14	11 14
September	1 9¼	17 6	13 10	26 11	8 10½	11 14
October	1 9 8/16	17 5¼	13 5	20 9½	8 10½	11 7
November	1 9⅝	18 8½	12 6	21 7	8 14	11 14
December	1 9½	17 9	11 7	22 14	10 0	13 5
1876.						
January	1 9⅛	17 10½	11 14	27 7	10 0	13 5
February	1 8 5/16	18 0½	11 10½	...	10 0	12 6
March	1 8⅝	18 7	12 11	32 0	9 2½	11 1
April	1 8 1/16	18 4½	14 14½	32 0	9 7	12 5
May	1 8 4/16	18 8¾	15 4	30 8½	9 7	12 5
June	1 7¾	19 0½	15 4	26 11	9 7	12 5
July	1 6 15/16	19 13½	15 4	26 2½	9 4½	11 10
August	1 7 1/16	18 14½	15 2	26 11	9 2	11 10
September	1 7 1/16	19 1	15 4	23 11½	9 2	11 7
October	1 8 1/16	18 11⅓	15 4	22 14	9 2	11 7
November	1 8 5/16	18 5⅓	12 9	20 1	8 0	10 0
December	1 9⅝	17 14½	11 14	18 14	8 0	10 0
1877.						
January	1 10	17 12¼	11 7	20 0	8 0	10 0
February	1 9 13/16	17 14	10 5⅓	20 0	8 0	10 0
March	1 9⅝	18 0	11 14	20 0	8 0	10 0

E.—*continued.* No. 3.

March 1877, *with the AVERAGE RATE of EXCHANGE and of the VALUE LEAF.*

RA.

Jowar per Rupee.	Bajra per Rupee.	Gram per Rupee.	Firewood per Rupee.	Salt per Rupee.	Wheat Flour per Rupee.	Dall, Toor, per Rupee.	Ghee per Rupee.
s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.
22 1	19 14	14 14	99 8	15 14	9 9	11 6	1 6½
...	...	...	...	...	...	...	...
26 8	23 8	16 2	98 14	17 3	13 8	12 14	1 6
25 15	22 14	14 1	91 4½	16 9½	11 14	13 3	1 6
24 7	23 3	13 11	88 4	16 9½	12 9½	11 9½	1 6
25 8	22 9½	14 4	85 10	16 6	11 14	12 6	1 8
22 12½	22 9½	14 1½	91 5	16 4½	12 8	12 9½	1 9½
23 0¾	23 0¾	14 6	91 4½	16 9½	12 3	12 4½	2 12½
22 14	22 14	14 9	80 0	16 14	11 14	13 5	1 14
27 13½	25 9½	14 9	80 0	16 13	11 14	14 4	1 14
27 14	26 2½	15 10	80 0	16 13	11 10½	14 11½	2 1½
32 0	25 1½	15 13½	106 11	16 13	11 10½	15 10	2 1½
32 0	22 14	15 4	117 5½	17 1	11 2½	16 0	2 0
32 0	21 5	16 0	106 11	17 5	10 13½	16 0	2 0½
32 0	20 0	17 4½	106 11	17 4½	11 2½	16 0	2 0½
29 5½	20 15½	17 12	106 11	17 5	13 5	17 12	1 14½
27 14	19 6½	17 12	106 11	16 13	12 17	18 13	1 11
21 7	16 9½	17 12	106 11	17 1	12 9	20 0	1 6½
16 6½	16 10	17 6½	80 0	16 13	12 5	20 0	1 7
16 6½	16 13	17 1	80 0	16 13	12 9	18 9	1 8
18 9	16 6½	14 2	80 0	16 13	12 1	20 0	1 8
20 0	21 5	12 6	80 0	16 13	11 14	20 10½	1 8½
27 7	21 11	13 15	80 0	16 13	11 1½	22 1½	1 10½
32 0	22 14	15 4	93 5½	16 13	10 5	22 14	1 11
30 2½	20 0	16 14	106 11	17 12	10 14	22 1½	1 12
25 10	20 0	21 7	106 11	17 5	10 8	20 8	1 10½
22 14	19 13½	22 14	106 11	17 5	11 5	24 12½	1 10½
22 14	20 0	25 10½	106 11	17 5	13 5½	22 14	1 9½
22 14	20 0	26 2½	106 11	17 5	13 4	22 14	1 6
17 12	17 12	24 10	80 0	16 13	13 4	22 14	1 7
17 12	17 8½	24 10	80 0	16 13	13 4	21 11	1 6½
17 12	17 8½	24 10	80 0	16 13	13 2½	21 5	1 6
16 14	17 12	22 14	80 0	16 13	13 5	22 1½	1 6½
15 9	16 13	21 7	80 0	16 13	13 5	20 3	1 8
17 12	15 4½	16 6½	80 0	17 5	11 4	16 0	1 5½
17 4½	14 9½	15 10	80 0	17 5	10 11½	14 9½	1 5½
16 13	13 15	15 4	80 0	17 5	10 5	13 15	1 4
16 0	13 10	16 14	80 0	17 5	9 6½	12 6	1 5
16 0	13 10	16 6½	80 0	17 5	10 11	11 7	1 6

STATEMENT

PRICES CURRENT of FOOD GRAINS, &c., at Surat from January 1874
of GOLD
SUR

In the Month of	Rate of Exchange on London in Bombay. Sight Bills.	Value of China Gold Leaf per Tola in Bombay	Wheat per Rupee.	Barley per Rupee	Rice, Best Sort, per Rupee.	Rice, Common, per Rupee.
1874.	s. d.	Rs. a.	s. ch.	s. ch.	s. ch.	s. ch.
January	1 10 3/4	16 12	12 0	6 14 1/2	8 1 1/2	13 3
February	1 11 1/8	16 11 1/4	...	...	...	...
March	1 11 1/4	16 12 3/4	...	...	...	...
April	1 11	17 0	14 12 1/2	7 6	8 4	14 12 1/2
May	1 11	17 0 3/4	14 1 1/2	7 6	8 8	14 1 1/2
June	1 10 1/2	17 1	13 6	7 6	7 15	12 4 1/2
July	1 10 1/4	17 0 1/2	13 6	7 6	8 1 1/2	12 4 1/2
August	1 10 1/4	17 2 1/4	13 6	7 6	9 3	12 4 1/2
September	1 10 3/16	17 4	13 1 1/2	7 6	9 0	11 4 1/2
October	1 10 3/16	17 3 3/4	13 6	7 6	8 9 1/2	11 5
November	1 10 1/2	17 4	13 6	7 6	8 11	11 5
December	1 10 5/16	17 3	13 11 1/2	7 6	8 11	11 5
1875						
January	1 10 3/16	17 3 1/2	14 13	7 12 1/2	9 4	11 5
February	1 10 1/8	17 4	14 7	8 11	8 11 1/2	11 5
March	1 10	17 4 3/4	14 1	8 11	8 3	10 15 1/2
April	1 10 1/16	17 6 3/4	13 11 1/2	9 15	8 11	10 10
May	1 10	17 9 3/4	13 6	12 13 1/2	8 3	10 10
June	1 9 7/16	17 10	12 13 1/2	13 6	7 8 1/2	9 9
July	1 9 1/2	17 9 3/4	12 13	13 6	7 2	9 4
August	1 9 1/16	17 7 3/4	12 5	13 6	7 8 1/2	8 7
September	1 9 3/4	17 6	12 5	13 6	7 6	8 3
October	1 9 1/16	17 5 1/4	12 5	13 6	7 6	8 3
November	1 9 3/8	18 8 1/2	12 5	13 6	7 10	8 7
December	1 9 1/2	17 9	11 9 1/2	13 6	7 14	11 9
1876						
January	1 9 1/8	17 10 1/2	12 5	13 6	7 6	12 9 1/2
February	1 8 9/16	18 0 1/2	11 14	14 1	7 6	11 14
March	1 8 3/8	18 7	12 5	14 1	7 2	11 10 1/2
April	1 8 1/16	18 4 1/2	13 6	14 1	7 10	10 9
May	1 8 5/16	18 8 1/4	13 2	14 1	8 0 1/2	10 15 1/2
June	1 7 3/4	19 0 1/2	14 1	14 1	8 3	11 6
July	1 6 1/16	19 13 1/4	13 11 1/2	14 1	8 3	11 6
August	1 7 1/16	18 14 1/2	13 6	14 1	7 14	10 9
September	1 7 1/16	19 1	12 13 1/2	14 1	7 14	10 9
October	1 8 1/16	18 11 1/2	12 5	14 1	7 10	10 9
November	1 8 9/16	18 5 1/2	9 9	13 6	6 11	7 13 1/2
December	1 9 3/8	17 14 1/2	10 12 1/2	13 6	6 11	7 9
1877						
January	1 10	17 12 1/4	10 15 1/2	13 6	6 11	7 9
February	1 9 13/16	17 14	11 6	13 6	6 13 1/2	7 11 1/2
March	1 9 1/8	18 0	11 13 1/2	11 13 1/2	7 0	8 0

E.—*continued.* No. 4.

to March 1877, *with the AVERAGE RATE of EXCHANGE and of the VALUE LEAF.*

AT.

Jowar Per Rupee.	Bajra per Rupee.	Gram Per Rupee.	Firewood per Rupee.	Salt per Rupee.	Wheat Flour per Rupee.	Dall, Toor, per Rupe.	Ghee per Rupee.
s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.
15 9½	19 6	11 12½	87 0	11 9½	8 1½	7 14	1 0
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
18 10	18 8	12 13	111 0	11 4½	9 3	8 6	1 1½
16 14	17 7	13 6	111 0	12 4½	8 15	8 4½	1 0
16 14	16 6	12 4½	111 9	12 4½	8 2	8 2	1 0¾
16 6	16 6	12 0¾	106 5	12 4½	8 2	8 0	1 1½
18 8	18 8	12 5	101 11	13 6	8 3	7 12½	1 2
18 8	17 15	12 4½	101 11½	13 6	8 3	8 3	1 3½
17 15	17 15	13 6	101 12	13 6	8 3	8 3	1 4
17 6	17 15	12 13	101 12	13 6	9 4	8 3	1 5
16 14	18 8	13 6	101 12	13 6	9 13	9 9	1 6
16 1	19 13	13 6	101 12	13 6	10 9	9 14	1 5
19 12	21 2	13 1½	101 12	13 6	11 7	9 14	1 5
17 15	17 4½	14 7	101 12	13 6	10 9	9 14	1 5
17 6	16 6	14 4½	101 12	13 6	10 10	10 2	1 5
17 15	16 14	14 13	101 12	13 6	10 10	11 7	1 7½
18 8	15 9½	14 13	101 12	13 6	9 14	12 0	1 1
17 7	14 7	14 1	92 8	14 13	9 14½	11 13½	0 15½
16 6	14 1	14 13	92 8	14 13	9 4	11 6	0 15½
16 4½	14 1	14 7	92 8	14 13	9 4	11 6	1 1
16 6	14 7	12 13½	92 8	14 13	9 4	12 5	1 3
16 6	15 9	12 5	92 8	14 12½	9 4	12 9	1 4
16 14	16 6	13 6	92 8	14 13	9 12	13 1½	1 4
17 6	16 14	13 14	92 8	14 13	9 4	13 6	1 4
17 6	16 1½	14 13	100 3	14 13	9 4	12 13½	1 2
16 14	14 13	17 15	100 5½	14 13	9 4	12 5	1 2
16 6	14 13	16 14	100 8	14 13	9 4	12 5	1 1
16 6	14 13	17 6	100 8	14 13	9 4	12 14	0 15
15 9½	14 13	17 6	96 8	14 13	9 13	12 5	0 15
14 13	14 13	17 6	92 8	14 13	9 13½	12 5	1 0
15 3½	14 13	17 6	92 8	14 13	9 4	12 5	0 15½
14 1½	14 13	16 14	92 6½	14 13	8 13	11 3	0 15½
12 13½	13 3	15 15½	92 8	14 13	8 11	10 9	1 0
9 4	9 13½	11 10	89 8	14 7	7 6	9 1½	0 15½
10 8	10 12½	11 13½	86 8	14 7	7 8	9 4	1 0
11 10	11 7	12 5	86 8	14 13	7 8	8 5	0 15½
11 13½	11 10½	12 13½	86 8	14 13	7 8	7 6	0 15
12 12	12 1½	12 5	93 7	14 13	8 0	7 6	0 15

STATEMENT

PRICES CURRENT of FOOD GRAINS, &c., at BROACH from January 1874

of GOLD

BRO

In the month of	Rate of Exchange on London in Bombay Sight Bills.	Value of China Gold Leaf per Tola in Bombay.	Wheat per Rupee.	Barley per Rupee.	Rice, Best Sort, per Rupee.	Rice, Common, per Rupee.
1874.	s. d.	Rs. a.	s. ch.	s. ch.	s. ch.	s. ch.
January	1 10⅝	16 12	14 1½	13 14	8 12½	12 1½
February	1 11⅛	16 11¾	...	..	...	...
March	1 11¼	16 12¾	16 0	15 0	9 8	13 0
April	1 11	17 0	17 0	14 8	9 4	13 0
May	1 11	17 0¾	14 12	14 0	9 4	12 0
June	1 10½	17 1	14 12	14 0	9 8	12 0
July	1 10¼	17 0⅓	14 0	14 0	9 8	12 0
August	1 10¼	17 2¼	14 0	14 0	9 8	12 0
September	1 10 9/16	17 4	14 0	...	9 8	12 0
October	1 10 5/16	17 3¾	14 0	...	9 4	12 0
November	1 10½	17 4	14 0	...	9 4	12 0
December	1 10 7/16	17 3	14 0	...	9 12	12 0
1875.						
January	1 10 7/16	17 3⅛	14 0	...	9 4	12 8
February	1 10⅜	17 4	14 0	16 0	9 0	13 0
March	1 10	17 4⅜	14 0	16 0	9 0	13 0
April	1 10 1/16	17 6⅜	16 0	16 0	9 4	12 0
May	1 10	17 9¾	14 8	...	10 0	11 8
June	1 9 7/16	17 10	13 4	...	8 0	10 12
July	1 9½	17 9¾	13 0	...	8 0	10 0
August	1 9 11/16	17 7¾	13 8	...	8 0	10 8
September	1 9⅜	17 6	14 0	...	8 0	11 0
October	1 9 13/16	17 5¼	14 0	...	8 0	11 0
November	1 9⅝	18 8½	14 0	...	8 7	11 3½
December	1 9½	17 9	14 4	...	8 15	11 11½
1876						
January	1 9⅛	17 10½	13 2½	...	8 8	10 11½
February	1 8 15/16	18 0½	13 0	...	8 2½	10 0
March	1 8⅞	18 7	13 14½	...	8 3½	11 13½
April	1 8 11/16	18 4½	15 4	...	8 0	11 13½
May	1 8 5/16	18 8¼	16 0	...	8 7	11 6¼
June	1 7⅞	19 0½	15 10	...	8 3	11 6¼
July	1 6 13/16	19 13½	15 3¾	...	8 3	11 6¾
August	1 7 15/16	18 14½	15 3 1/16	...	8 6	11 6¼
September	1 7 11/16	19 1	14 8	...	8 14	11 6¾
October	1 8 7/16	18 11½	13 10	...	8 7	11 6¾
November	1 8 7/16	18 5½	12 1⅝	...	8 0	10 0
December	1 9⅜	17 14½	13 5	...	8 0	11 6¾
1877						
January	1 10	17 12¼	12 9	...	8 6½	11 7
February	1 9 13/16	17 14	12 5	...	8 0	10 5¼
March	1 9⅛	18 0	13 10	...	8 0	10 0

E.—*continued.* No 5.

to March 1877, with the AVERAGE RATE of EXCHANGE and of the VALUE

LEAF.

ACH.

Jowar per Rupee.	Bajra per Rupee.	Gram per Rupee.	Firewood per Rupee.	Salt per Rupee.	Wheat Flour per Rupee.	Dall, Toor, per Rupee.	Ghee per Rupee.
s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.
20 0	18 9½	12 1½	97 4½	14 14	10 3	9 4½	0 14
...	...	...	...	...	...	...	...
20 0	20 0	13 0	120 0	16 0	11 0	9 8	1 3
20 0	20 0	14 0	100 0	16 0	11 0	9 4	1 2½
19 0	19 0	13 4	100 0	16 0	11 0	9 0	1 2
19 8	19 8	13 8	100 0	16 0	10 8	9 0	1 2
20 0	19 8	13 12	100 0	16 0	10 8	9 0	1 2
21 0	19 4	14 0	100 0	16 0	10 8	9 0	1 6
21 8	20 0	14 0	100 0	16 0	10 8	9 0	1 8
21 0	19 0	15 0	90 0	16 0	10 8	9 0	1 8
22 0	19 0	13 4	100 0	16 0	10 8	10 0	1 8
19 12	18 12	15 0	100 0	16 0	10 8	11 4	1 8
19 8	18 4	15 0	106 0	16 8	10 4	11 12	1 8
19 0	18 0	15 0	100 0	17 0	11 0	13 0	1 6
19 0	18 0	15 0	100 0	17 0	11 0	13 0	1 6
20 0	16 12	15 8	100 0	16 0	11 0	13 0	1 5
20 0	16 0	14 8	100 0	16 0	11 0	14 4	1 1
19 0	16 0	16 0	100 0	16 0	11 0	15 0	1 0
18 0	16 0	16 0	100 0	16 0	10 8	16 0	1 0
18 0	16 0	17 0	100 0	16 0	11 0	15 8	1 1
18 0	15 0	18 0	100 0	16 0	11 0	15 0	1 1
18 0	15 8	18 0	100 0	16 0	11 0	15 0	1 1
17 15	16 0	18 0	100 5	16 0	11 3½	15 8	1 2½
17 7	16 0	19 8	100 5	16 0	11 0	16 0	1 4
16 6	16 0	16 0	100 0	16 0	10 8	16 0	1 4
18 6½	16 0	16 6½	106 0	16 0	10 0	16 0	1 4
17 12	16 0	17 4½	106 0	16 0	11 6½	16 0	1 2
18 7	16 0	18 13	106 0	16 0	11 6½	16 0	1 1
18 4½	16 0	17 12	106 0	16 0	11 11	16 0	1 0½
17 13	16 0	18 13	106 0	16 0	12 0	16 0	1 0½
16 13½	16 0	18 13	106 0	16 0	11 0	14 10½	1 0
16 13½	15 8	18 13	106 0	16 0	12 0	13 14½	1 0
15 9½	15 10	18 4½	106 0	16 0	11 0	13 14½	1 0½
13 4½	14 4½	15 8½	106 0	16 14	11 0	13 5	1 1
12 8½	12 8½	11 6½	106 0	16 14	10 5	11 0½	1 1½
13 5	13 5	13 5	106 0	16 0	10 8½	11 6½	1 1½
13 14½	13 5½	13 5½	106 0	16 0	10 0	11 6½	1 0½
15 4½	13 5½	13 5½	106 0	16 0	10 0	8 11½	1 2
16 0	13 5½	13 14½	106 0	16 0	10 0	8 14	1 0½

STATEMENT E.

PRICES CURRENT of FOOD GRAINS, &c., at Tanna from January 1874 *to*
of GOLD
TAN

In the Month of	Rate of Exchange on London in Bombay. Sight Bills.	Value of China Gold Leaf per Tola in Bombay.	Wheat per Rupee.	Barley per Rupee.	Rice, Best Sort, per Rupee.	Rice, Common, per Rupee.
1874.	s. d.	Rs. A.	s. ch.	s. ch.	s. ch.	s. ch.
January.	1 10¾	16 12	11 3	13 8	7 6	11 3
February	1 11⅛	16 11¾	...	...	...	...
March	1 11¼	16 12¾	12 0	17 0	8 8	12 0
April	1 11	17 0	12 8	16 9½	8 12	12 8
May	1 11	17 0¾	12 0	15 8	7 12	11 0
June	1 10½	17 1	11 8	15 0	7 12	11 4
July	1 10¼	17 0⅓	...	...	...	...
August	1 10¼	17 2¼	11 8	14 0	8 0	10 0
September	1 10 5/16	17 4	12 0	13 0	8 0	10 0
October..	1 10 5/16	17 3¾	10 8	12 8	7 12	9 8
November	1 10½	17 4	11 8	12 0	7 12	10 8
December	1 10 5/16	17 3	12 0	12 0	8 12	12 8
1875.						
January	1 10 5/16	17 3⅓	12 0	12 0	8 12	12 4
February	1 10⅛	17 4	11 0	12 0	9 0	11 0
March	1 10	17 4⅔	11 0	16 0	7 12	11 0
April	1 10 1/16	17 6⅔	11 0	16 0	8 0	10 0
May	1 10	17 9¼	11 8	16 0	8 0	11 0
June	1 9 7/16	17 10	11 0	16 0	7 0	10 0
July	1 9½	17 9¾	11 0	15 0	7 0	10 0
August...	1 9 1/16	17 7¾	11 0	15 0	7 8	10 0
September.	1 9¾	17 6	11 0	15 0	7 8	10 0
October	1 9 3/16	17 5¼	11 0	15 0	7 0	10 0
November	1 9⅝	18 8½	11 0	15 0	7 0	10 0
December	1 9½	17 9	11 8	15 0	7 0	10 0
1876.						
January.	1 9⅛	17 10½	12 0	15 0	9 0	12 0
February	1 8 15/16	18 0½	12 0	15 0	9 0	12 0
March	1 8⅝	18 7	12 0	15 0	8 0	11 0
April	1 8 11/16	18 4½	12 0	15 0	8 0	11 0
May	1 8 5/16	18 8¾	12 0	15 0	8 0	11 0
June	1 7¾	19 0½	11 7½	13 6	7 12	10 3
July	1 6 13/16	19 13½	11 5¾	11 12	7 8	10 9
August	1 7 1/16	18 14½	11 1½	11 12	7 8	10 9
September	1 7 1/16	19 1	11 1½	11 12	7 8	10 9
October..	1 8 1/16	18 11½	9 14	11 12	6 15	8 3
November	1 8 9/16	18 5½	9 10	12 1	6 15	8 12½
December	1 9⅛	17 14½	9 6	12 6	6 15	9 6
1877.						
January..	1 10	17 12¼	9 6	12 6	6 15	9 6
February	1 9 13/16	17 14	9 6	12 6	8 9	9 13
March	1 9⅜	18 0	9 6	12 6	8 1½	9 15½

—*continued.* No. 6.

March 1877, *with the AVERAGE RATE of EXCHANGE and of the VALUE*
LEAF.
NA.

Jowar per Rupee.	Bajra per Rupee.	Gram per Rupee.	Firewood per Rupee.	Salt per Rupee.	Wheat Flour per Rupee.	Dall, Toor, per Rupee.	Ghee per Rupee.
s. ch	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.
15 14	16 5	12 5½	66 8	14 0	8 6	7 0	1 6
...	...	...	...	...	...	...	...
18 1½	18 1½	14 1½	80 0	15 0	9 0	9 0	1 3
17 9½	17 13	14 1½	75 9	15 8	9 0	8 4	1 3
16 8	15 8	13 8	71 1½	15 0	9 0	8 0	1 1½
16 0	16 8	12 8	61 0	15 0	9 0	7 8	1 0
...	...	...	...	...	...	...	...
16 0	16 0	13 0	61 0	15 0	9 0	7 12	1 1½
17 0	17 0	12 8	64 0	15 0	9 0	8 0	1 4
17 8	17 8	13 0	64 0	15 0	8 8	8 0	1 4
18 0	17 0	13 8	67 0	15 0	9 0	8 0	1 4
18 0	17 0	14 8	70 0	15 0	9 8	8 4	1 6
19 0	18 12	15 8	70 0	14 0	9 0	9 0	1 7
18 0	18 0	16 0	80 0	14 0	9 0	9 0	1 6
18 0	19 8	15 0	80 0	14 0	9 0	8 12	1 6
18 0	18 0	16 0	80 0	14 0	9 0	9 0	1 4
17 0	16 8	15 0	70 0	14 0	9 0	10 0	1 2
16 0	16 0	15 0	64 0	14 0	9 0	9 12	1 2
16 0	16 0	15 0	64 0	14 0	9 0	9 0	1 0
16 0	16 0	15 0	64 0	14 0	9 0	9 0	1 0
16 0	16 0	15 0	64 0	14 0	9 0	9 0	1 0
17 0	16 0	15 0	64 0	14 0	8 0	9 0	1 0
17 0	16 8	16 0	67 8	14 0	8 0	9 0	1 2
17 0	16 8	17 0	71 0	14 0	8 8	9 8	1 3
17 0	16 0	18 0	71 0	14 0	9 0	10 0	1 4
16 8	16 0	18 0	80 0	14 0	9 0	10 0	1 6
17 0	16 0	18 0	80 0	14 0	9 0	10 0	1 6
17 0	16 0	18 0	80 0	14 0	9 0	10 6	1 6
17 0	16 0	18 0	80 0	14 0	9 0	10 6	1 6
16 15	15 8	17 0	82 0	13 10½	9 7	10 3	1 3
17 14	14 0	17 8	80 0	14 0	8 14	11 0	1 0
17 14	14 0	17 8	80 0	14 0	8 14	11 0	1 0
17 14	14 0	17 8	80 0	14 0	8 14	11 0	1 0
16 3	9 4	12 8	80 0	14 0	7 4	9 13	1 0
14 14	9 14½	12 8	80 0	14 0	7 4	9 5½	1 0
13 9	10 9	12 8	80 0	14 0	7 4	8 14	1 0
13 9	10 9	12 8	80 0	14 0	7 4	8 14	1 0
11 5	10 9	10 15	80 0	14 0	7 4	8 14	1 0
11 1½	10 9	10 15	80 0	14 0	7 4	8 14	1 0

STATEMENT E.

PRICES CURRENT of FOOD GRAINS, &c., at Kolaba (Alibagh) from January

VALUE of

COLABA

In the Month of	Rate of Exchange on London in Bombay. Sight Bills.	Value of China Gold Leaf per Tola in Bombay.	Wheat per Rupee.	Barley per Rupee.	Rice, Best Sort, per Rupee.	Rice, Common, per Rupee.
	s. d.	Rs. A.	s. ch.	s. ch.	s. ch.	s. ch.
1874.						
January	1 10¾	16 12	10 5	...	7 3	13 1½
February	1 11⅛	16 11¾	...	...	...	...
March	1 11¼	16 12¾	11 4½	...	7 6	13 3
April	1 11	17 0	11 4½	...	7 6	13 3
May	1 11	17 0¾	11 4½	...	7 6	13 3
June	1 10½	17 1	11 4½	...	7 6	12 1½
July	1 10¼	17 0⅓	11 4½	...	7 8	11 4½
August	1 10¼	17 2¼	...	...	...	..
September	1 10 3/16	17 4	...		...	...
October	1 10 3/16	17 3¾	...	..	...	...
November	1 10½	17 4	...	...	..	...
December	1 10 5/16	17 3	...	...	...	...
1875.						
January	1 10 3/16	17 3⅓	11 6	...	7 9	11 6
February	1 10⅛	17 4	11 6	...	7 9	11 6
March	1 10	17 4⅜	12 6½	...	7 9½	13 5
April	1 10 1/16	17 6¾	13 5	...	7 10	13 11½
May	1 10	17 9¼	11 6	...	7 10	13 5
June	1 9 7/16	17 10	11 5	..	7 10	12 5½
July	1 9½	17 9¾	11 5	...	7 10	11 6
August	1 9 11/16	17 7⅝	11 5	...	7 10	11 6
September	1 9¾	17 6	11 5	...	7 10	11 6
October	1 9 13/16	17 5¼	11 5	...	7 10	13 5
November	1 9⅜	18 8¼	11 5	...	7 10	13 5
December	1 9½	17 9	11 5	...	7 10	15 3
1876.						
January	1 9⅛	17 10½	11 5½	...	7 10	15 1½
February	1 8 9/16	18 0½	11 6	..	7 10	15 0
March	1 8⅜	18 7	11 6	...	7 10	13 5
April	1 8 1/16	18 4¼	11 6	...	7 10	13 5
May	1 8 5/16	18 8¾	11 6	...	7 10	13 5
June	1 7¾	19 0½	11 6	...	7 10	12 5½
July	1 6 15/16	19 13½	11 6	...	7 10	11 6
August	1 7 1/16	18 14½	11 6	...	7 10	11 6
September	1 7 1/16	19 1	11 6	...	7 10	11 6
October	1 8 1/16	18 11½	10 0½	...	7 5	10 0½
November	1 8 9/16	18 5½	8 0	...	7 0	8 0
December	1 9⅜	17 14½	8 0	...	7 0	8 0
1877.						
January	1 10	17 12¼	8 0	...	7 0	8 0
February	1 9 13/16	17 14	8 0	...	7 0	8 0
March	1 9⅛	18 0	8 10½	...	7 1	8 10½

—*continued.* No. 7.

1874 *to March* 1877, *with the AVERAGE RATE of EXCHANGE and of the GOLD LEAF.*

(ALIBAGH).

Jowar per Rupee.	Bajra per Rupee.	Gram per Rupee.	Firewood per Rupee.	Salt per Rupee.	Wheat Flour per Rupee.	Dall, Toor, per Rupee.	Ghee per Rupee.
s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.
...	...	10 7	106 8	13 4½	10 0	6 14	1 6
...	...	...	...	...	...	...	...
...	...	13 11	140 0	14 3	9 0	8 10	1 4½
...	...	14 3	140 0	14 3	8 0	9 14	1 4½
...	...	14 3	140 0	14 3	8 0	9 14	1 3
...	14 3	14 3	140 0	14 3	8 0	9 14	1 3
...	...	13 3	140 0	13 3	8 0	9 14	1 3
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
...	18 4	13 10	112 0	15 3	8 0	7 2	1 2
...	20 8½	14 6½	112 0	15 3	8 0	7 2	1 2
...	20 14½	16 11	125 0	16 11	9 0	7 7½	1 2
...	19 0	17 9	130 0	18 3	9 0	7 10	1 2
...	19 0	16 3	130 0	18 3	9 0	7 10	1 2
20 14	19 0	15 3	130 0	18 3	8 0	7 10	1 2
20 12	18 8	15 3	130 0	18 1½	8 0	7 10	1 2
19 0	...	15 1½	130 0	15 3	8 0	7 10	1 2
19 0	...	15 3	130 0	15 3	8 0	7 10	1 2
19 0	...	15 0	130 0	15 3	8 0	7 10	1 4
19 0	...	15 0	130 0	15 3	8 0	7 10	1 4
19 0	15 0	17 2	130 0	15 3	8 0	7 10	1 4
19 0	15 0	16 2½	130 0	15 3	8 0	7 10	1 4
...	15 0	15 3	130 0	15 3	8 0	7 10	1 4
...	15 0	15 0	130 0	15 3	8 0	7 10	1 4
...	15 0	15 0	130 0	15 3	8 0	7 10	1 4
...	15 0	15 0	130 0	15 3	8 0	7 10	1 4
19 0	15 1½	17 0	130 0	15 3	8 0	8 5	1 2½
19 0	15 0	19 0	130 0	15 0	8 0	9 0	1 1
19 0	15 0	19 0	130 0	15 0	8 0	9 0	1 1
19 0	15 0	18 0	130 0	15 0	8 0	9 0	1 1
...	...	14 8	130 0	15 0	7 8	7 10½	1 1
...	...	12 3	130 0	15 0	7 0	7 0	1 1
...	...	11 6	130 0	15 0	7 0	7 0	1 1
...	...	11 0	130 0	15 0	7 0	7 0	1 1
...	...	11 0	130 0	15 0	7 0	7 0	1 1
...	...	11 3	140 0	15 0	7 5	7 5	1 1½

STATEMENT

PRICES CURRENT of FOOD GRAINS, &c., at KHANDEISH from January 1874 to GOLD

KHAN

In the Month of	Rate of Exchange on London in Bombay. Sight Bills.	Value of China Gold Leaf per Tola, in Bombay	Wheat per Rupee.	Barley per Rupee.	Rice, Best Sort, per Rupee.	Rice, Common, per Rupee
1874.	s. d.	Rs. As.	s. ch.	s. ch.	s. ch.	s. ch.
January	1 10¾	16 12	18 4	...	7 11	10 0
February	1 11½	16 11¾	...	...	...	...
March	1 11½	16 12¼	23 9½	...	8 12½	10 12½
April	1 11	17 0	20 3	...	8 6	10 12½
May	1 11	17 0¾	18 14	...	8 11	10 1½
June	1 10½	17 1	17 10	...	8 11	10 1½
July	1 10¼	17 0½	18 4½	...	8 11	10 1½
August	1 10¼	17 2¼	20 3	...	8 11	10 1½
September	1 10 5/16	17 4	20 5	...	8 9	10 7½
October	1 10 3/16	17 3¾	20 4	...	8 7	10 14
November	1 10½	17 4	19 6½	...	8 7	10 14
December	1 10 1/16	17 3	18 9	...	8 7	10 14
1875.						
January	1 10 5/16	17 3½	19 14	...	8 7	11 12½
February	1 10½	17 4	21 0	...	8 7	12 10
March	1 10	17 4¾	17 15	...	8 7	12 3
April	1 10 1/16	17 6¾	17 6	...	8 7	11 5½
May	1 10	17 9¾	17 4½	...	8 7	11 4
June	1 9 7/16	17 10	16 2½	...	8 7	11 4
July	1 9½	17 9¾	16 3	...	8 7	11 4
August	1 9 11/16	17 7¾	15 12	...	8 7	11 4
September	1 9¾	17 6	16 3	...	8 7	11 4
October	1 9 13/16	17 5¼	16 10	...	8 7	11 4
November	1 9⅝	18 8½	16 13½	...	8 7	11 4
December	1 9½	17 9	16 7½	...	8 4½	11 6
1876.						
January	1 9½	17 10½	15 14	...	8 2	11 8
February	1 8 15/16	18 0½	15 14	...	8 2	11 8
March	1 8⅝	18 7	17 10	...	8 2	11 8
April	1 8 11/16	18 4½	18 15	...	8 2	11 8
May	1 8 5/16	18 8¾	18 15½	...	8 2	11 8
June	1 7¾	19 0½	18 1	...	8 2	11 8
July	1 6 13/16	19 13½	17 10	...	8 2	11 8
August	1 7 1/16	18 14½	16 8½	...	8 2	11 8
September	1 7 1/16	19 1	16 12.	...	8 2	11 8
October	1 8 1/16	18 11½	14 0	...	8 2	11 8
November	1 8 9/16	18 5½	11 15½	...	7 5	9 9
December	1 9⅛	17 14½	12 8½	...	7 5	10 9
1877.						
January	1 10	17 12½	13 14½	...	8 2	10 9
February	1 9 13/16	17 14	13 4¼	...	8 2	10 9
March	1 9⅛	18 0	13 0½	...	8 2	10 9

E.—*continued.* No. 8.

to March 1877, *with the AVERAGE RATE of EXCHANGE and of the VALUE LEAF.*

DEISH.

Jowar per Rupee.	Bajra per Rupee.	Gram per Rupee.	Firewood per Rupee.	Salt per Rupee.	Wheat Flour per Rupee.	Dall, Toor, per Rupee.	Ghee per Rupee.
s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.
30 7	23 7	16 5	140 0	12 1½	13 3	9 8	1 9½
...	...	...	...	...	...	...	...
31 3	24 8	19 13	150 0	12 10	16 0	12 3	1 9½
32 0¾	24 8	17 12	150 0	12 15	15 4	12 1½	1 7
30 15	23 1½	15 9½	150 0	12 1½	14 4	12 3	1 12½
27 0	22 11	16 1½	150 0	11 1½	14 3	12 6	1 7
29 6	23 7	16 9½	150 0	11 1½	14 11	12 6	1 1½
32 6	24 12½	16 1½	150 0	11 11	16 0	12 6	1 1½
34 4	25 8½	17 10½	150 0	12 6	16 0	12 5	1 6
36 11	27 12	17 8	150 0	12 11	16 0	13 12	1 12
33 12	25 6	17 15	150 0	12 11	15 8	14 0	1 10½
32 6½	24 8	19 4	150 0	12 14½	15 0	14 0	1 10
30 11½	25 6	19 4	150 0	13 9	15 8	15 5	1 10½
32 5	25 2	17 7½	150 0	15 7	16 0	16 0	1 11
32 5	25 2	16 7	150 0	15 3	14 8	15 12½	1 6½
30 4	24 7½	16 4	150 0	14 7	14 0	15 5½	1 6
30 4	23 12½	16 7	150 0	14 7	13 12	16 0	1 4½
29 10	22 7	16 10½	150 0	14 2½	13 0	14 7½	1 4
28 12	22 7	16 4	150 0	13 6½	13 0	14 11	1 4
28 12	22 14	16 13½	150 0	13 2½	13 0	14 14½	1 4
30 8½	25 2	17 14	150 0	13 14	14 0	14 4	1 5
32 5	25 2	17 14	150 0	13 14	14 0	14 4	1 8
32 5	25 2	18 1	150 0	13 14	14 0	15 2	1 7½
31 5	24 0	20 8½	150 0	14 1¾	13 4	16 4½	1 6½
27 12	21 15	21 9	150 0	14 0	13 0	16 9	1 7
27 12	21 15	21 9	150 0	14 4	13 0	16 9	1 8
29 7	23 1	21 12½	150 0	14 4	13 6	16 9	1 8
28 2½	23 12	23 5	150 0	14 14	14 0	16 10	1 6
28 9½	23 8	22 14	150 0	14 4	14 0	16 10	1 3
25 0½	21 15	21 9	150 0	14 0	13 12	14 12	1 4½
24 4	21 15	21 9	150 0	13 8	13 8	14 12	1 5
20 10½	18 4	21 1½	150 0	13 12	12 14	14 12	1 1
22 8	18 4½	18 13	150 0	13 12	13 0	14 12	1 3
17 2½	14 13	18 2½	150 0	13 12	11 4	14 12	1 2
14 1	12 8	13 0	150 0	13 12	8 14	11 6	1 1
15 9	14 1	14 10½	140 8	13 12	9 10	11 5	1 2½
16 0	14 11¾	16 2	112 0	14 2	10 6	12 7	1 4
15 11½	13 11¾	14 13	112 0	14 4	10 0	12 6¼	1 4
17 3	14 5½	14 7½	112 0	14 4	10 2	11 6	1 4

STATEMENT

PRICES CURRENT of FOOD GRAINS, &c., at Nasik from January 1874 *to*
of GOLD

NA

In the Month of	Rate of Exchange on London in Bombay. Sight Bills.	Value of China Gold Leaf per Tola in Bombay	Wheat per Rupee.	Barley per Rupee.	Rice, Best Sort, per Rupee.	Rice, Common, per Rupee.
	s. d.	Rs. A.	s. ch.	s. ch.	s. ch.	s. ch.
1874.						
January	1 10$\frac{3}{4}$	16 12	15 10	...	5 4$\frac{1}{2}$	12 0
February	1 11$\frac{1}{8}$	16 11$\frac{1}{4}$	...	...	...	...
March	1 11$\frac{1}{4}$	16 12$\frac{3}{4}$	9 14	...	6 0	13 8
April	1 11	17 0	17 7	...	6 0	13 8
May	1 11	17 0$\frac{3}{4}$	17 7	...	6 0	13 8
June	1 10$\frac{1}{2}$	17 1	17 1$\frac{1}{2}$	...	6 0	13 8
July	1 10$\frac{1}{4}$	17 0$\frac{1}{2}$	16 14	...	6 0	13 8
August	1 10$\frac{1}{4}$	17 2$\frac{1}{4}$	17 12	...	6 0	12 11
September	1 10$\frac{3}{16}$	17 4	17 12$\frac{1}{2}$	...	6 0	12 8
October	1 10$\frac{3}{16}$	17 3$\frac{3}{4}$	17 6$\frac{1}{2}$	...	6 0	12 0
November	1 10$\frac{1}{2}$	17 4	17 10	...	6 0	11 10
December	1 10$\frac{5}{16}$	17 3	15 0	...	6 0	11 4
1875.						
January	1 10$\frac{5}{16}$	17 3$\frac{1}{3}$	15 11	6 14	6 0	12 0
February	1 10$\frac{3}{8}$	17 4	15 11	8 0	6 0	12 0
March	1 10	17 4$\frac{3}{4}$	16 5$\frac{1}{2}$	8 0	6 0	12 0
April	1 10$\frac{5}{16}$	17 6$\frac{3}{4}$	17 0	8 0	6 0	12 0
May	1 10	17 9$\frac{3}{4}$	16 6	8 0	5 15$\frac{1}{2}$	11 15
June	1 9$\frac{7}{16}$	17 10	17 5	8 1	5 15	11 14
July	1 9$\frac{1}{2}$	17 9$\frac{3}{4}$	16 8$\frac{1}{2}$	8 1	5 15	11 14
August	1 9$\frac{11}{16}$	17 7$\frac{3}{4}$	15 12	8 1	5 15	11 14
September	1 9$\frac{3}{4}$	17 6	15 11$\frac{1}{2}$	8 1	5 15	11 14
October	1 9$\frac{13}{16}$	17 5$\frac{1}{4}$	16 4$\frac{1}{2}$	8 1	5 15	11 14
November	1 9$\frac{5}{8}$	18 8$\frac{1}{2}$	15 12	8 1	5 15	11 14
December	1 9$\frac{1}{2}$	17 9	15 12	9 9	5 15	11 14
1876.						
January	1 9$\frac{1}{2}$	17 10$\frac{1}{2}$	16 13	11 1	5 15	12 7
February	1 8$\frac{9}{16}$	18 0$\frac{1}{2}$	18 10	11 1	5 15	13 5$\frac{1}{2}$
March	1 8$\frac{5}{8}$	18 7	19 14	11 1	5 15	13 6
April	1 8$\frac{11}{16}$	18 4$\frac{1}{2}$	18 10	11 1	5 15	11 14
May	1 8$\frac{5}{16}$	18 8$\frac{3}{4}$	18 10	11 1	5 15	11 14
June	1 7$\frac{3}{4}$	19 0$\frac{1}{4}$	17 3	11 1	5 15	11 14
July	1 6$\frac{15}{16}$	19 13$\frac{1}{2}$	17 3	11 1	5 15	11 14
August	1 7$\frac{1}{16}$	18 14$\frac{1}{2}$	17 3	16 2	5 15	11 14
September	1 7$\frac{1}{16}$	19 1	16 9$\frac{1}{2}$	15 13	5 15	11 1$\frac{1}{2}$
October	1 8$\frac{1}{16}$	18 11$\frac{1}{2}$	13 8	13 0$\frac{1}{2}$	5 15	10 3$\frac{1}{2}$
November	1 8$\frac{9}{16}$	18 5$\frac{1}{2}$	11 10$\frac{1}{2}$	...	5 15	8 11
December	1 9$\frac{1}{8}$	17 14$\frac{1}{2}$	12 14$\frac{1}{2}$	...	5 15	9 7
1877.						
January	1 10	17 12$\frac{1}{4}$	12 7	...	5 15	9 12$\frac{1}{2}$
February	1 9$\frac{13}{16}$	17 14	12 14	...	5 15	10 6
March	1 9$\frac{1}{8}$	18 0	12 8	...	5 15	10 6

E.—*continued.* No. 9.

March 1877, *with the AVERAGE RATE of EXCHANGE and of the VALUE LEAF.*

SIK.

Jowar per Rupee.	Bajra per Rupee.	Gram per Rupee.	Firewood per Rupee.	Salt per Rupee.	Wheat Flour per Rupee.	Dall, Toor, per Rupee.	Ghee per Rupee.
s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.
22 3	25 3	15 11	94 3	15 11	11 0½	11 4½	1 4½
...	...	...	...	...	...	...	...
28 4½	26 14	18 12½	107 8	17 11	13 0	16 8	1 8
28 4½	26 14	17 8	107 8	17 11	13 0	13 13	1 4
28 4½	25 12½	17 0	107 8	16 14	13 0	12 5	1 3
28 4½	24 12½	16 3	107 8	16 1½	13 0	12 0	1 5
28 4½	24 4	17 0	107 8	14 8	13 0	13 0	1 8
28 4½	25 10	17 11	107 8	14 8	13 0	13 8	1 8
28 5	26 4	16 12	107 2	14 8	12 10	13 8	1 10
28 6	29 6½	16 7	106 12	14 8	12 2	13 9	1 14½
...	30 7½	17 0	106 12	15 9	12 0	14 10	1 12
...	28 6	18 7	106 12	16 14	10 0	13 8	1 11
22 11	28 6	18 7	117 6	17 10	11 8	16 8	1 8
25 9	28 6	19 6	128 0	17 10	12 2	15 0	1 9
25 9	28 6	21 4	128 0	17 10	14 0	15 0	1 7
25 9	26 15	21 4	128 0	16 15	13 14½	15 12	1 6½
28 0	23 4	20 14	128 0	14 1	12 12	16 1	1 6½
28 0	22 8	19 14	128 0	12 12	13 0	15 7½	1 6
28 0	21 13½	19 14	128 0	12 12	13 0	15 4	1 5
22 6	21 3	19 14	117 5	12 12	13 0	15 4	1 4
	19 12	18 12½	106 10	12 12	11 0	14 5	1 4
...	20 10	19 14	160 0	12 12	11 0	14 4	1 5½
...	21 3	21 7½	133 11½	12 12	11 0	14 4	1 6
...	...	...	...	...	...	...	...
22 6	20 4½	23 9½	124 0	13 3½	11 0	12 10	1 6
24 8	20 4½	23 12	120 14	14 3	11 6	11 15	1 6
28 0	21 3	25 9	135 2	14 11½	12 0	12 7½	1 6
28 0	19 15	25 9	142 4	15 10	12 0	11 6	1 6
26 15½	19 1	25 9	160 0	15 1½	12 0	11 6	1 6
27 2½	19 13	25 1½	153 13½	14 3	12 0	11 6	1 5½
24 5½	16 15	23 3½	142 3	12 12	12 0	11 6	1 4
25 3	16 15	24 2	142 0	12 12	12 0	11 6	1 4
26 10	18 6	22 10	128 0	14 3	12 0	11 6	1 2
24 13	16 8	21 4	140 0	13 9½	11 10	9 15½	1 1½
23 10½	12 12½	16 8	142 0	14 1½	9 4	10 9½	1 3
14 8½	10 13	14 4½	151 0	14 2	7 14	9 2	1 1
16 6½	12 6½	15 9	106 0	15 6½	9 0	9 12	1 2½
16 1	12 11	14 12½	160 0	15 9	9 0	9 15	1 3½
15 14½	12 11	14 12	160 0	15 9	9 4	9 15	1 4
15 6	12 11	14 13	160 0	14 13½	9 9½	9 15	1 4

STATEMENT

PRICES CURRENT of FOOD GRAINS, &c., at AHMEDNUGGAR from January
of GOLD
AHMED

In the month of	Rate of Exchange on London in Bombay. Sight Bills.	Value of China Gold Leaf per Tola in Bombay.	Wheat per Rupee.	Barley per Rupee.	Rice, Best Sort, per Rupee.	Rice, Common, per Rupee.
1874.	s. d.	Rs. a.	s. ch.	s. ch.	s. ch.	s. ch.
January	1 10 3/4	16 12	25 9	31 10	10 8	10 8
February	1 11 1/8	16 11 3/4	...	...	...	...
March	1 11 1/4	16 12 3/4	...	..	...	...
April	1 11	17 0	23 6	39 12	9 0	10 8
May	1 11	17 0 1/4	24 0	38 4	8 13	10 8
June	1 10 1/2	17 1	22 5	36 0	9 0	9 8
July	1 10 1/4	17 0 1/3	22 7	36 0	9 0	10 0 3/4
August	1 10 1/4	17 2 1/4	23 9 1/2	48 2	9 9 1/2	10 6
September	1 10 3/16	17 4	23 0	60 0	9 8	9 15
October	1 10 7/16	17 3 3/4	23 13	57 3	8 13	9 6
November	1 10 1/2	17 4	22 15 1/2	41 12	9 0	9 12
December	1 10 7/16	17 3	18 7 1/4	41 4	9 3 1/4	10 0 1/2
1875.						
January	1 10 3/16	17 3 1/3	17 9	43 7	9 15	11 4 1/2
February	1 10 1/8	17 4	19 9	...	10 7	11 5 1/2
March	1 10	17 4 2/3	19 0	...	9 14 1/2	10 12
April	1 10 7/16	17 6 1/3	18 15 1/4	...	9 8	10 6 1/2
May	1 10	17 9 3/4	17 14 1/2	...	8 13 1/2	9 13 1/4
June	1 9 7/16	17 10	17 0 1/2	...	8 15	9 14
July	1 9 1/2	17 9 3/4	16 5	...	8 13 1/2	9 10 1/2
August	1 9 1/16	17 7 3/4	15 15	...	8 13	9 11 1/2
September	1 9 3/4	17 6	16 10 1/2	...	9 14	10 13 1/2
October	1 9 1/8	17 5 1/2	16 13 1/2	...	9 12 1/2	10 15 1/2
November	1 9 3/8	18 8 1/2	16 2	...	9 6 1/2	10 3
December	1 9 1/2	17 9	17 9 1/4	...	9 12	10 15 1/4
1876						
January	1 9 1/8	17 10 1/2	17 0	...	9 12	10 9
February	1 8 7/16	18 0 1/4	19 9	...	9 1 1/4	9 14 1/2
March	1 8 5/8	18 7	20 1 1/4	...	8 13 1/2	9 13 1/2
April	1 8 1/8	18 4 1/2	20 4 1/2	...	8 13 1/2	9 13 1/2
May	1 8 5/16	18 8 3/4	20 4 1/2	...	9 3 1/2	10 3
June	1 7 3/4	19 0 1/4	19 14 1/2	...	8 13 1/2	9 7 1/2
July	1 6 15/16	19 13 1/3	17 9 3/4	...	8 13 1/2	9 14
August	1 7 5/16	18 14 1/3	17 9 1/4	...	8 13 1/2	10 0 1/4
September	1 7 1/2	19 1	15 9 1/4	...	8 13 1/2	9 12 1/2
October	1 8 1/16	18 11 1/2	11 12 1/2	...	8 7	9 3 1/2
November	1 8 5/16	18 5 1/2	10 6 3/4	...	6 11 1/2	7 12
December	1 9 3/8	17 14 1/3	12 8	...	7 9	8 8
1877						
January	1 10	17 12 1/4	12 10 1/2	...	8 2	8 14
February	1 9 11/16	17 14	11 8	...	7 4 1/2	8 5
March	1 9 1/8	18 0	11 5	...	7 0	8 5

E—*continued.* No. 10.

1874 *to March* 1877, *with the AVERAGE RATE of EXCHANGE and of the VALUE LEAF.*

NUGGAR.

Jowar per Rupee.	Bajra per Rupee.	Gram per Rupee.	Firewood per Rupee.	Salt per Rupee.	Wheat Flour per Rupee.	Dall, Toor, per Rupee.	Ghee per Rupee.
s. ch	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.
39 3	29 14	19 12	93 4½	14 0	18 11	14 11	1 9½
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
39 12	31 15	21 13	100 0	15 1½	17 0	19 8	1 9½
39 6	30 15	21 12½	100 0	15 3	17 8	19 11	1 9
38 4	29 4	21 0	100 0	12 12	16 0	17 4	1 9½
43 7	31 12½	21 9	103 6	13 4½	16 4½	17 3	1 11
45 7	33 2	22 9	100 0	13 4	17 8	18 0	2 0
53 12	35 6	23 0	100 0	13 10	16 12½	18 12	1 12½
55 2	36 15	22 8	114 3½	13 8	17 8	19 8	1 15
49 2½	34 8	22 1¼	106 10	12 5	17 0	20 2	2 0
38 4	29 3½	20 10¼	106 10	13 11¾	16 0	19 4	1 15
38 15½	33 8	22 1	106 10½	14 2½	15 9½	19 4	1 13
41 13	33 4¼	25 3¼	106 10½	14 0	15 8	22 10½	1 11½
38 9	32 0	24 3	106 10½	14 2	15 0	23 13¼	1 8
38 7¼	31 10	24 4¼	106 10¾	14 0	15 8	24 11½	1 6
34 11½	28 14½	23 5	106 13¼	11 9½	14 6	27 2½	1 5
33 3	25 12½	24 12¼	106 10½	12 1¾	12 12	23 13¼	1 4¼
33 5½	25 9¼	24 4½	106 10½	12 1¾	13 13	23 10	1 5
33 0½	26 2	24 15½	106 10½	12 1¾	13 0	21 9¼	1 4¼
34 11½	28 2½	24 15½	115 7¼	12 4½	12 8	22 12	1 5
34 0½	29 1¾	24 1¾	123 0½	12 7½	13 0	24 1	1 10
34 3¼	25 12¼	26 5¾	106 10½	13 5½	13 0	26 1	1 9½
31 10	25 0½	27 14	106 10½	13 8½	13 8	24 4¾	1 8
31 10	23 15	28 1½	106 10½	13 11¼	13 8¼	23 12½	1 8
27 12½	23 6	28 10½	106 10½	14 0½	14 4	22 11¾	1 8
30 6½	22 6¼	26 10¾	106 10½	12 15¼	14 5½	22 11¾	1 8
30 4	22 8¾	26 13¾	106 10½	14 4	15 8	23 12½	1 8
30 1	21 3	26 0	106 10½	14 4	16 0	25 5¾	1 6
27 5½	20 14½	25 5	96 5	13 12¾	15 9	21 14	1 6
27 13½	18 10¼	24 1½	93 4½	12 14½	15 0	21 3¼	1 4½
26 4¾	19 14¾	24 7	106 10½	12 4½	14 12	19 15¾	1 1¾
18 3½	16 14½	18 11½	106 10½	11 6½	13 2	16 2¾	1 0
13 9½	12 1	14 9½	106 10½	12 4½	10 4	12 0½	1 0
11 7½	10 7	11 6½	112 10	11 10	8 5	9 1½	1 0
12 15½	12 12½	14 4	106 10½	13 1½	9 12	11 11½	1 0½
13 4	12 12½	14 8½	106 10½	14 4	9 8	12 4	1 2
11 13½	11 11	12 6	106 10½	14 4	9 0	10 6½	1 1
11 13½	11 11	12 6	106 10½	13 14	9 0	10 5	1 2

STATEMENT

PRICES CURRENT of FOOD GRAINS, &c., at Poona from January 1874 to
of GOLD
POO

In the Month of	Rate of Exchange on London in Bombay. Sight Bills.	Value of China Gold Leaf per Tola in Bombay.	Wheat per Rupee.	Barley per Rupee.	Rice, Best Sort, per Rupee.	Rice, Common, per Rupee.
1874.	s. d.	Rs. A.	s. ch.	s. ch.	s. ch.	s. ch.
January.	1 10¾	16 12	14 13	...	10 3	12 2
February	1 11⅛	16 11¾	...	...	...	...
March	1 11¼	16 12¾	...	...	...	...
April	1 11	17 0	17 9½	...	11 3	13 9½
May	1 11	17 0¾	16 8	...	10 11	12 7
June	1 10½	17 1	15 6	...	10 3	11 4½
July	1 10¼	17 0½	15 15	...	10 3	11 4½
August	1 10¼	17 2¼	16 9½	...	10 3	11 4½
September	1 10 3/16	17 4	16 8½	...	10 3	11 5
October..	1 10 3/16	17 3¾	14 4½	8 14	9 1	10 3
November	1 10½	17 4	13 12	8 14	8 8	9 10
December	1 10 5/16	17 3	14 5	8 14	10 3½	11 5½
1875.						
January	1 10 5/16	17 3½	13 10	9 4	10 15	12 4
February	1 10⅛	17 4	15 15	9 4	10 15	13 8
March	1 10	17 4⅜	15 12	9 4	10 15	12 4
April	1 10 1/16	17 6⅜	15 5½	10 3	10 15½	11 4
May	1 10	17 9¾	14 15	10 3	11 0	12 4
June	1 9 7/16	17 10	14 6	10 3	10 7	11 10
July	1 9⅜	17 9¾	13 13	10 3	10 7	11 10
August...	1 9 1/16	17 7¾	13 13	10 3	10 7	11 10
September.	1 9¾	17 6	13 13	10 3	10 7	11 10
October	1 9 3/16	17 5¼	13 13	10 3	9 13	11 0
November	1 9⅝	18 8½	13 3½	10 3	8 9	9 13
December	1 9½	17 9	13 13	10 3	11 0½	12 4
1876.						
January.	1 9⅛	17 10½	13 13	10 3	10 11½	11 15
February	1 8 9/16	18 0½	13 13	10 3	9 13	11 0
March	1 8⅝	18 7	13 13	10 3	9 13	11 0
April	1 8 1/16	18 4½	13 13	10 3	9 13	11 0
May	1 8 5/16	18 8¾	13 13	9 11½	9 13	11 0
June	1 7¾	19 0½	13 13	9 4	9 13	11 0
July	1 6 15/16	19 13½	13 13	10 3	9 13	11 0
August	1 7 1/16	18 14½	13 13	10 3	9 13	11 0
September	1 7 1/16	19 1	12 10	10 3	9 13	11 0
October..	1 8 1/16	18 11½	9 12½	10 3	8 9½	9 12½
November	1 8 0/16	18 5½	9 3	10 3	7 6	8 9
December	1 9⅜	17 14½	9 12	...	7 6	8 9
1877.						
January..	1 10	17 12¼	9 12	...	7 6	8 9
February	1 9 15/16	17 14	9 12	...	7 6	8 9
March	1 9⅛	18 0	9 12	...	7 6	8 9

E.—*continued.* No. 11.

March 1877, *with the AVERAGE RATE of EXCHANGE and of the VALUE LEAF.*

NA.

Jowar Per Rupee.	Bajra per Rupee.	Gram Per Rupee.	Firewood per Rupee.	Salt per Rupee.	Wheat Flour per Rupee.	Dall, Toor, per Rupee.	Ghee per Rupee.
s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.
26 14	20 8	14 9½	80 0	15 0	15 0	11 5	1 6
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
28 12½	22 0	15 11	80 0	16 0	15 0	12 11	1 9½
28 12½	21 7	15 11	80 0	16 0	14 8	12 11	1 6
28 12½	20 14	15 11	80 0	15 7	14 0	12 11	1 6
31 3	22 9	16 13	80 0	14 4	14 0	12 12	1 6
33 9½	24 3	18 0	80 0	13 9½	14 0	12 11	1 9½
32 7½	23 10	18 0	80 0	13 9	14 0	12 11½	1 10½
32 6	24 8	15 12	80 0	13 9	12 0	13 4½	1 13
33 9	24 3	16 14	80 0	13 9	11 8	13 13	1 14
34 12½	25 4½	18 0	80 0	14 13	12 0	13 13	1 15
30 7	25 5	18 3	80 0	14 5	12 8	15 15	1 12
30 7	25 5	21 10	93 8	14 5	13 10	19 14½	1 12
28 4	23 0	24 8	100 3½	13 12	13 8	20 8	1 6
28 4	23 0	20 0½	97 8	13 4½	11 9	20 6	1 7
28 4	23 0	19 9	95 0	13 6	9 10	20 4	1 6
27 3	20 11	19 9	95 0	13 6	9 10	19 2	1 5
27 3	20 11	19 9	95 0	13 6	9 10	19 2	1 5
27 3	20 11	19 9	76 0	13 6	9 10	19 2	1 4
27 3	20 11	19 9	76 0	13 6	9 10	19 2	1 3
27 3	20 11	19 5½	76 0	13 6	9 10	19 2	1 7
26 2	18 6	20 11½	76 0	13 6	9 3	19 2	1 7
28 4	20 11	22 7	76 0	13 6	9 10	19 2	1 10
25 0½	18 15½	23 0	76 0	13 6	9 10	19 2	1 10
21 12	18 6	23 0	76 0	13 14½	9 10	19 2	1 9
21 12	18 6	21 14	101 0	14 7	9 10	18 0	1 9
21 12	17 4	20 11	101 0	13 6	9 10	18 0	1 9
21 12	16 11	20 11	101 0	13 10	9 10	18 0	1 9
20 11	15 8½	20 11	101 0	13 14	9 10	16 14	1 7
20 11	14 15	20 11	76 0	13 14	9 10	16 14	1 5
20 2	14 15	20 11	76 0	13 14	9 10	16 5	1 4
15 12	13 3½	17 4	76 0	13 14	8 12	13 8	1 1
10 14	10 1½	12 1½	76 0	13 6	7 0	9 0	1 1
9 13	10 1	10 6	76 0	13 6	7 15½	7 14	1 1
10 14	10 15	12 1½	76 0	13 14	8 10	10 2	1 2
11 6½	11 8	13 3½	76 0	15 0	8 10	10 11	1 3
11 15	11 8	12 10	76 0	15 0	8 10	11 14	1 3
11 15	11 8	12 10	76 0	15 0	8 10	11 0	1 3

STATEMENT

PRICES CURRENT of FOOD GRAINS, &c., at Sholapore from January 1874

of GOLD

SHOLA

In the Month of	Rate of Exchange on London in Bombay. Sight Bills.	Value of China Gold Leaf per Tola in Bombay	Wheat per Rupee.	Barley per Rupee.	Rice, Best Sort, per Rupee.	Rice, Common, per Rupee.
	s. d.	Rs. A.	s. ch.	s. ch.	s. ch.	s. ch.
1874.						
January	1 10 3/4	16 12	20 3	24 7	11 9 1/2	12 12 1/2
February	1 11 1/8	16 11 3/4	...	...	...	...
March	1 11 1/4	16 12 3/4	21 9 1/2	...	12 11	13 13 1/2
April	1 11	17 0	22 8	...	14 9 1/2	15 8
May	1 11	17 0 3/4	21 9 1/2	...	12 11	14 9 1/2
June	1 10 1/2	17 1	18 1 1/2	...	12 11	14 9 1/2
July	1 10 1/4	17 0 1/2	18 14	...	12 12	14 9 1/2
August	1 10 1/4	17 2 1/4	...	...	...	...
September	1 10 3/16	17 4	18 12	...	13 6 1/2	14 10 1/2
October	1 10 3/16	17 3 3/4	20 11 1/2	...	13 14	15 6 1/2
November	1 10 1/2	17 4	21 12	...	15 11	18 8
December	1 10 7/16	17 3	...	...	16 3	17 12 1/2
1875.						
January	1 10 3/16	17 3 1/2	20 5 1/2	...	14 10 1/2	16 4
February	1 10 1/8	17 4	21 12	...	14 12 1/2	16 3 1/2
March	1 10	17 4 3/4	19 13 1/2	...	15 3	17 1 1/2
April	1 10 1/16	17 6 1/4	20 8	...	14 2	16 0
May	1 10	17 9 3/4	18 15	...	13 6	15 5
June	1 9 7/16	17 10	18 1 1/2	..	13 1	14 5
July	1 9 1/2	17 9 3/4	18 5	...	13 6	14 11 1/2
August	1 9 1/16	17 7 1/2	18 2	...	13 5	15 5 1/2
September	1 9 3/4	17 6	18 13	...	13 5	14 13
October	1 9 1/16	17 5 1/4	19 11	...	13 1	14 3
November	1 9 3/4	18 8 1/2	19 3	...	13 5	14 4
December	1 9 1/2	17 9	18 7 1/2	...	13 5	15 1 1/2
1876.						
January	1 9 1/8	17 10 1/2	19 0 1/2	...	13 5	14 10 1/2
February	1 8 7/16	18 0 1/2	18 14	..	13 5	14 2
March	1 8 3/8	18 7	19 13	...	12 3	13 1
April	1 8 1/16	18 4 1/2	19 11 1/2	...	11 15 1/2	13 0
May	1 8 7/16	18 8 3/4	19 14 1/2	...	12 1 1/2	13 4
June	1 7 3/4	19 0 1/2	18 5 1/2	...	11 8 1/2	13 3 1/2
July	1 6 1/16	19 13 1/2	18 2	...	11 6	13 3
August	1 7 1/16	18 14 1/2	15 10	...	11 3	11 13 1/2
September	1 7 11/16	19 1	15 14	...	9 12	10 10
October	1 8 1/16	18 11 1/2	10 14	...	8 2	9 0
November	1 8 9/16	18 5 1/2	9 11 1/2	...	7 13 1/2	8 7 1/2
December	1 9 3/8	17 14 1/2	10 2 1/2	...	8 5 1/2	9 7
1877.						
January	1 10	17 12 1/4	10 6 1/2	...	8 5 1/2	9 7
February	1 9 13/16	17 14	10 2 1/2	...	8 1	9 7
March	1 9 1/8	18 0	10 14	...	8 1	9 7

E.—*continued.* No 12.

to March 1877, *with the AVERAGE RATE of EXCHANGE and of the VALUE LEAF.*

PORE.

Jowar per Rupee.	Bajra per Rupee.	Gram per Rupee.	Firewood per Rupee.	Salt per Rupee.	Wheat Flour per Rupee.	Dall, Toor, per Rupee.	Ghee per Rupee.
s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.
33 6	30 6	16 10	87 3	13 3	14 14	11 6	1 6
...	...	...	...	...	...	...	...
37 0	35 0	19 3	120 0	13 12	16 0	14 0	1 6
38 6	35 0	20 1½	120 0	14 4½	16 8	18 4½	1 4½
35 12½	32 4½	18 4½	120 0	14 3	16 0	15 11	1 6
35 0	31 6	17 6	100 0	13 6	14 8	14 0	1 6
36 6	29 9½	17 6	100 0	3 6	16 0	15 9½	1 6
...	...	...	...	...	...	...	...
40 0	35 0	16 12	100 0	13 8	16 0	17 8	1 8
45 8	45 8	19 3	100 0	13 8	16 8	17 8	1 12
49 0	54 4	19 4	100 0	13 8	16 0	19 4	1 14
...	...	20 0	120 0	14 4	16 0	21 0	1 10
35 0	36 12	18 6½	130 0	13 12½	16 0	22 0	1 10
33 0	33 10	22 12	220 0	14 12	16 0	24 8	1 10
31 8	31 8	25 0½	160 0	15 0	16 0	24 10	1 8
30 2½	33 1	25 8½	115 5½	14 4	16 0	24 15½	1 9
27 0½	29 6	25 0	114 10	14 4	16 0	25 14½	1 6
25 11½	26 14	24 5	96 9	14 1	16 0	24 8½	1 4½
27 6	26 10½	23 5½	97 0	13 5	16 2	23 12	1 7
27 9	28 14½	23 12	110 0	13 8	6 0	23 12	1 3½
24 11½	26 3	23 4½	110 0	13 4	15 10½	23 6	1 3½
26 0	25 15	24 6	119 0	13 0	14 6	22 1	1 7
26 7½	26 9½	24 5½	120 0	13 0	14 2	23 5	1 6
24 13	27 6	25 9	120 0	13 3	14 10	24 6½	1 10
24 8½	25 8	24 6½	109 0	13 11	15 0	24 10½	1 9
26 6	25 12	23 11½	98 0	14 4	15 0½	22 10	1 9½
28 14	24 14	23 1	93 8	14 4	16 0	21 5½	1 8½
28 7	24 0	25 8	98 0	14 4	16 0	21 5½	1 8
26 13	23 1	24 6	106 0	14 4	16 0	22 4	1 6
25 5	21 5½	23 12	98 8	14 4	16 0	21 6	1 5
24 4	18 14½	22 10	91 8	14 4	16 0	20 8	1 5
23 0½	22 4	14 6	140 0	12 5½	10 0	13 7½	1 5
18 2	17 3½	16 10	96 12	13 2	14 6	15 12½	1 0½
11 6½	10 9½	14 11½	111 12	12 0	8 14	10 12	0 14½
8 13½	10 1½	11 6½	116 8	12 0	8 0	9 10½	0 14
9 11	11 4	11 10	98 1	11 14	8 0	9 13	0 14
9 14½	11 7½	11 10	102 6	13 12	8 2	10 4	0 15
9 11	10 9	11 14	106 10	14 0	8 2	10 4	0 14½
9 15	11 4	11 14	106 12	14 2	8 4	10 0½	1 0

STATEMENT

PRICES CURRENT of FOOD GRAINS, &c., at Kaladgi from January 1874 of GOLD

KALA

In the Month of	Rate of Exchange on London in Bombay. Sight Bills.	Value of China Gold Leaf per Tola in Bombay	Wheat per Rupee.	Barley per Rupee.	Rice, Best Sort, per Rupee.	Rice, Common, per Rupee.
1874.	s. d.	Rs. A.	s. ch.	s. ch.	s. ch.	s. ch.
January	1 10¾	16 12	13 9½	...	9 0	9 8
February	1 11⅛	16 11¾	...	...	...	...
March	1 11¼	16 12¾	...	...	...	...
April	1 11	17 0	17 0	...	11 0	11 8
May	1 11	17 0¾	17 12	...	10 0	11 0
June	1 10½	17 1	16 0	...	10 0	10 12
July	1 10¼	17 0⅓	17 8	...	10 0	10 8
August	1 10¼	17 2¼	20 0	...	10 8	11 0
September	1 10 3/16	17 4	...	...	...	...
October	1 10 3/16	17 3¾	20 8	...	9 12	10 4
November	1 10½	17 4	21 0	...	12 0	13 0
December	1 10 5/16	17 3	21 0	...	13 12	14 4
1875.						
January	1 10 3/16	17 3⅓	19 2½	...	14 7	15 4½
February	1 10⅛	17 4	24 11	...	15 2½	16 11½
March	1 10	17 4⅔	25 3	...	14 14½	16 11
April	1 10 1/16	17 6⅔	24 3	...	13 13½	14 12½
May	1 10	17 9¾	23 3	...	13 13	15 1
June	1 9 7/16	17 10	21 3	...	11 11	14 10
July	1 9½	17 9¾	20 3	...	11 15½	12 15
August	1 9 11/16	17 7¾	20 3	...	11 15	12 15
September	1 9¾	17 6	20 11	...	12 12	14 0
October	1 9 13/16	17 5¼	19 2½	...	12 7½	13 7
November	1 9⅝	18 8½	16 10	...	11 3	12 15
December	1 9½	17 9	14 10	...	12 8	13 7½
1876.						
January	1 9⅛	17 10½	16 10	...	13 4½	14 4
February	1 8 9/16	18 0½	18 10	...	12 3½	13 7½
March	1 8⅝	18 7	19 10½	...	11 11	12 15
April	1 8 11/16	18 4½	20 3	...	12 12	14 0
May	1 8 5/16	18 8¾	19 2	...	11 11	12 15
June	1 7¾	19 0½	18 2	...	11 11	12 10
July	1 6 15/16	19 13½	17 2	...	11 11	12 15
August	1 7 15/16	18 14½	15 10	...	11 3	11 13½
September	1 7 11/16	19 1	14 1½	...	9 9	10 12
October	1 8 1/16	18 11½	8 1	...	5 9	6 7
November	1 8 9/16	18 5½	6 0	...	5 1½	5 14½
December	1 9⅝	17 14½	7 1	...	5 13	6 7
1877.						
January	1 10	17 12¼	7 5	...	...	6 7½
February	1 9 13/16	17 14	7 1	...	6 5½	7 0
March	1 9⅛	18 0	6 0	...	5 13	6 7

E—*continued.* No. 13.

to March 1877, *with the AVERAGE RATE of EXCHANGE and of the VALUE*

LEAF.

DGI.

Jowar per Rupee.	Bajra per Rupee.	Gram per Rupee.	Firewood per Rupee.	Salt per Rupee.	Wheat Flour per Rupee.	Dall, Toor, per Rupee.	Ghee per Rupee.
s. ch	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.
23 8	23 8	11 11	102 0	12 9½	9 14	8 1½	1 0
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
28 8	28 8	13 8	112 14	14 8	12 0	12 0	1 4
25 8	24 0	13 8	112 14	14 4	12 0	11 8	1 4½
25 0	24 8	12 8	89 8	12 0	11 8	10 12	1 4
26 0	26 8	12 12	66 1½	13 0	13 0	10 0	1 3
30 0	29 0	13 8	66 1½	13 8	14 0	10 12	1 3
...	...	...	...	...	...	...	...
31 0	31 0	13 0	60 0	12 8	14 0	10 0	1 5
32 0	30 0	12 0	66 0	12 8	15 0	12 8	1 5
34 0	34 0	12 4	63 0	14 12	15 0	13 0	2 0
34 6	32 13½	16 4	60 0	13 15	14 8	18 2	2 0
34 13	36 10	23 1	60 0	13 7½	15 8	30 0	2 0
36 14	37 4	22 9½	60 0	13 11½	18 0	29 15½	1 14½
33 13	31 11	20 9	85 0	13 1	17 0	33 0½	1 13
29 11½	28 11	21 1	125 0	12 13½	17 0	30 15	1 13
25 9½	24 12	18 8	140 0	11 15½	16 8	28 0	1 13
24 1	23 5½	18 12	140 0	11 5½	15 0	27 0	1 11
24 1	23 4	19 0	140 0	12 3	14 0	25 15½	1 9½
26 10	24 12	19 0	140 0	11 14½	14 0	25 5½	1 8
26 10	23 7½	20 4	140 0	11 11½	13 8	25 7½	1 8
26 10	27 11	20 9	140 0	12 13½	14 0	24 8	1 8
28 11	28 11	22 9	140 0	13 4½	10 8	22 3	1 4½
28 11	28 13	21 9	140 0	13 4	10 0	19 5	1 1
28 2½	26 13	19 8	140 0	12 12	12 8	17 6	2 0
29 13	27 13	18 9	140 0	13 4	13 0	17 9	2 0
28 11	27 11	20 9	140 0	12 6½	13 0	17 9	2 0
28 2½	27 4	19 8½	140 0	12 0	13 0	16 14½	1 13½
25 5	24 12	16 15	140 0	11 15½	13 0	15 8	1 8
23 9	23 12	14 14	140 0	11 9	12 0	14 8	1 5
23 0½	22 4	14 6	140 0	12 5½	10 0	13 7½	1 5
17 14½	16 4	11 4	140 0	12 6	10 0	9 2	1 0½
8 11	7 14	8 4	140 0	11 2	6 12	6 12	0 13½
6 2	5 15	7 7	140 0	9 15	4 4	5 4½	0 15
7 11½	7 10	8 13	145 0	10 11	5 0	5 12	0 14½
7 15	...	8 15½	155 0	13 11	5 8	5 12	0 15
8 3	...	8 15½	133 0	13 4	6 0	6 0	1 0½
7 6½	...	7 11	160 0	10 11	5 4	6 0	1 0

STATEMENT

PRICES CURRENT of FOOD GRAINS, &c., at Sattara from January 1874

of GOLD

SAT

In the Month of	Rate of Exchange on London in Bombay. Sight Bills.	Value of China Gold Leaf per Tola in Bombay	Wheat per Rupee.	Barley per Rupee	Rice, Best Sort, per Rupee.	Rice, Common, per Rupee.
1874.	s. d.	Rs. A.	s. ch.	s. ch.	s. ch.	s. ch.
January	1 10 3/4	16 12	17 4 1/2	18 11	10 6	12 14
February	1 11 1/8	16 11 3/4	...	...	...	...
March	1 11 1/4	16 12 3/4	18 5 1/2	14 11	11 1 1/2	13 11
April	1 11	17 0	17 9 1/2	14 11	11 1 1/2	13 11
May	1 11	17 0 3/4	17 9 1/2	14 11	11 1 1/2	13 11
June	1 10 1/2	17 1	17 9 1/2	14 11	10 6	13 11
July	1 10 1/4	17 0 1/2	...	...	...	...
August	1 10 1/4	17 2 1/4	19 1 1/2	20 5	11 9 1/2	13 11
September	1 10 5/16	17 4	...	...	...	...
October	1 10 7/16	17 3 1/2	19 2	22 5	11 3	13 5
November	1 10 1/2	17 4	19 6	22 4	10 10 1/2	14 3 1/2
December	1 10 7/16	17 3	15 1 1/2	22 4	11 0	13 14
1875.						
January	1 10 7/16	17 3 1/4	13 6	26 1	11 10	14 5
February	1 10 1/8	17 4	17 6	26 1	10 15	14 5
March	1 10	17 4 3/4	18 0 1/2	26 1	10 15	14 5
April	1 10 1/16	17 6 3/4	18 11	...	10 15	14 5
May	1 10	17 9 3/4	18 5 1/2	...	10 4 1/2	13 3 1/2
June	1 9 7/16	17 10	17 11	...	9 9	11 7
July	1 9 1/2	17 9 3/4	16 11	...	9 3 1/2	11 1
August	1 9 11/16	17 7 3/4	16 0	...	8 14	10 11
September	1 9 3/4	17 6	14 11	26 1	8 14	10 11
October	1 9 13/16	17 5 1/4	14 0 1/2	26 1	8 14	10 11
November	1 9 7/8	18 8 1/2	14 11	...	8 14	10 11
December	1 9 1/2	17 9	13 6	26 1	10 15	12 14
1876.						
January	1 9 1/2	17 10 1/2	12 11	26 1	10 15	12 14
February	1 8 7/16	18 0 1/2	13 11 1/2	...	10 4	12 8 1/2
March	1 8 3/8	18 7	14 11	...	9 9	12 3
April	1 8 1/8	18 4 1/2	14 11	...	9 9	11 13
May	1 8 7/16	18 8 3/4	14 11	...	9 9	11 7
June	1 7 3/4	19 0 1/4	14 0 1/2	...	9 9	11 7
July	1 6 15/16	19 13 1/2	13 11 1/2	...	9 9	11 7
August	1 7 1/16	18 14 1/2	13 6	...	9 9	10 15
September	1 7 1/16	19 1	12 0 1/2	...	9 9	10 15
October	1 8 1/16	18 11 1/2	8 11	...	7 8	8 9
November	1 8 7/16	18 5 1/2	8 11 1/2	...	6 13	7 14
December	1 9 1/8	17 14 1/2	9 14	...	7 14	8 15
1877.						
January	1 10	17 12 1/4	9 6	...	8 3	9 5
February	1 9 13/16	17 14	9 6	...	8 3	9 5
March	1 9 3/8	18 0	9 6	...	8 3	9 5

E.—*continued.* No. 14.

to March 1877, *with the AVERAGE RATE of EXCHANGE and of the VALUE LEAF.*

TARA.

Jowar per Rupee.	Bajra per Rupee.	Gram per Rupee	Firewood per Rupee.	Salt per Rupee.	Wheat Flour per Rupee.	Dall, Toor, per Rupee.	Ghee per Rupee.
s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.
28 12	25 13	15 9½	119 8	15 0¾	14 14	14 2	1 9½
...	...	...	...	...	...	...	...
32 11	30 5½	18 9½	158 14	17 4½	16 0	18 6	1 8
33 9½	31 1½	18 9½	158 1½	17 4½	17 0	18 6	1 8
29 9½	28 4½	18 9½	158 1½	17 4½	17 0	18 6	1 8
29 9½	28 4½	15 1½	158 1½	14 13	17 0	17 4½	1 8
...	...	...	...	...	...	...	...
35 10	34 1½	18 15	158 1½	15 1½	18 0	19 1½	1 2
...	...	...	...	...	...	...	...
36 14	35 1	19 6	158 2	15 12	18 0	19 5	2 0
36 4½	30 2	18 6½	158 2	16 9½	17 0	22 8	2 2½
29 10	28 1½	17 6	158 2	18 2	14 8	19 14	2 5
29 4	26 8	19 8	...	16 6	17 0	22 8	2 1½
27 4½	25 14	21 1½	...	16 9	16 0	25 7	1 13½
27 15	26 13	22 1	146 4	16 0	17 8	26 2	1 10½
27 4½	26 8	22 1	156 5	15 5½	18 8	26 2	1 11
25 4½	14 4	22 11½	145 15	14 3	17 12½	25 7	1 3
23 15	22 15	23 11	145 10	12 11½	16 0½	22 11	1 6½
23 15	21 15	24 5½	137 13	13 1	16 0½	22 0	1 7
22 9½	20 11	22 11½	129 11½	13 1	14 11	22 0	1 4½
21 15	19 6	20 13	129 7	13 1	14 11	22 0	1 6
20 15	18 12	19 8	129 7	13 7	14 11	22 0	1 9
21 4	19 6	20 15	129 7	16 0	14 11	19 4	1 12
21 4	18 2	19 7½	145 10	15 4½	14 8	18 9	1 11
19 15	17 7½	18 8½	145 10	14 14½	13 0	18 9	1 10
19 15	16 2½	19 8	145 10	16 3	13 8	18 9	1 10
19 15	16 8	19 0	145 10	16 0	13 6	19 4	1 10
18 9½	16 13	18 2½	156 0½	16 0	14 0½	18 3½	1 10
18 12½	16 2½	18 3	166 7	16 0	13 6	17 14	1 7½
18 10	14 13½	16 9	156 0½	15 10	12 0	16 10½	1 7
19 15	16 2½	17 8½	145 10	15 4½	12 0	17 14	1 5½
18 10	17 7	17 8	145 10	14 9	12 0	17 3	1 3
13 15	17 7	14 4½	145 10	14 9	11 5½	13 1	1 2½
10 10½	9 11	11 6	145 10	13 2	8 5½	11 0	1 2½
8 7½	8 6½	9 12	145 10	12 6	7 5½	8 9½	1 2
10 10	10 0½	10 6	156 6½	13 13½	8 5½	9 4½	1 4
10 10	10 6	10 6	167 3	14 9	8 11	9 10	1 9
11 12½	10 6	11 0½	167 3	16 0	8 11	9 10	1 7½
10 10½	10 0½	10 6	167 3	15 4½	8 11	11 0	1 6

STATEMENT

PRICES CURRENT of FOOD GRAINS, &c., at Belgaum from January 1874 to
of GOLD

BEL

In the Month of	Rate of Exchange on London in Bombay. Sight Bills.	Value of China Gold Leaf per Tola in Bombay.	Wheat per Rupee.	Barley per Rupee.	Rice, Best Sort, per Rupee.	Rice, Common, per Rupee.
1874.	s. d.	Rs. A.	s. ch.	s. ch.	s. ch.	s. ch.
January.	1 10 3/4	16 12	14 6	...	13 0	13 8
February	1 11 1/4	16 11 3/4	...	...	...	...
March	1 11 1/4	16 12 3/4	16 0	...	14 0	14 8
April	1 11	17 0	15 0	...	13 12	14 4
May	1 11	17 0 3/4	15 4	...	14 4	14 12
June	1 10 1/2	17 1	14 8	...	14 8	15 0
July	1 10 1/4	17 0 1/3	16 0	...	14 12	15 4
August	1 10 1/4	17 2 1/4	16 8	...	15 0	15 8
September	1 10 3/16	17 4	16 0	...	15 0	15 9
October..	1 10 3/16	17 3 1/4	16 9	...	15 8	16 10
November	1 10 1/2	17 4	17 10 1/2	...	15 4 1/2	16 0 1/2
December	1 10 1/16	17 3	19 6 1/2	...	15 13 1/2	16 8
1875.						
January	1 10 3/16	17 3 1/3	19 8 1/2	...	17 1	18 0
February	1 10 1/8	17 4	19 9	...	17 0 1/2	17 15
March	1 10	17 4 2/3	20 0	...	17 0	17 14 1/2
April	1 10 1/16	17 6 2/3	21 11	...	16 1	17 0 1/2
May	1 10	17 9 3/4	22 0	...	16 8	17 8
June	1 9 7/8	17 10	19 2 1/2	...	16 3 1/2	17 0
July	1 9 1/2	17 9 3/4	18 9	...	15 14	16 14
August...	1 9 1/16	17 7 3/4	17 13 1/2	...	15 3	16 3
September.	1 9 1/2	17 6	16 14 1/2	...	14 10 1/2	15 6
October	1 9 1/8	17 5 1/2	15 14	...	13 3	14 1 1/2
November	1 9 3/8	18 8 1/2	15 8 1/2	...	12 12 1/2	13 9 1/2
December	1 9 1/2	17 9	15 11	...	14 6	15 4 1/2
1876.						
January.	1 9 1/2	17 10 1/2	15 13	...	15 0	16 0
February	1 8 7/8	18 0 1/2	16 4 1/2	...	14 11	15 7
March	1 8 3/8	18 7	16 14	...	14 8	15 7
April	1 8 1/16	18 4 1/2	16 13 1/2	...	14 8	15 8
May	1 8 7/8	18 8 3/4	16 6 1/2	...	13 8	14 8
June	1 7 3/4	19 0 1/2	15 10 1/2	...	12 3	13 3
July	1 6 1/16	19 13 1/2	15 0	...	11 15	12 15
August	1 7 1/16	18 14 1/2	14 14 1/2	...	11 14 1/2	12 14 1/2
September	1 7 1/16	19 1	14 0 1/2	...	11 2	12 2
October..	1 8 1/16	18 11 1/2	9 13	...	7 8	8 4
November	1 8 7/8	18 5 1/2	7 14 1/2	...	6 15	7 8 1/2
December	1 9 3/8	17 14 1/2	9 0 1/2	...	7 6 1/2	8 2
1877.						
January..	1 10	17 12 1/4	9 5 1/2	...	7 9	8 8
February	1 9 15/16	17 14	9 5 1/2	...	7 14	8 8
March	1 9 1/2	18 0	8 12 1/2	...	7 5	8 2 1/2

E.—*continued.* No. 15.

March 1877, *with the AVERAGE RATE of EXCHANGE and of the VALUE LEAF.*

GAUM.

Jowar Per Rupee.	Bajra per Rupee.	Gram Per Rupee.	Firewood per Rupee.	Salt per Rupee.	Wheat Flour per Rupee.	Dall, Toor, per Rupee.	Ghee per Rupee.
s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.
19 2½	21 6	12 12	139 14	14 14	12 1½	9 4	1 8
...	...	...	...	...	...	...	...
20 8	23 8	14 0	150 0	17 0	13 8	13 8	1 12
20 8	23 0	12 4	150 0	17 0	14 0	13 0	1 10
19 8	21 0	13 4	150 0	17 0	13 4	11 4	1 11
19 12	20 4	12 0	150 0	16 8	12 11	11 4	1 9½
22 0	23 0	14 0	150 0	16 0	14 0	11 8	1 11
23 0	25 0	15 0	150 0	16 0	14 4	11 4	1 12½
24 0	29 0	14 8	150 0	16 0	14 0	11 0	1 13
23 8½	26 14	12 3½	150 0	16 0	15 1	11 2	1 13
22 14	26 10½	11 11	150 0	16 0	16 2½	11 3	2 0
21 5½	25 3	11 3	150 0	15 12½	17 14½	11 0	1 15
23 10	26 10	14 14	150 0	16 0	18 0½	14 1½	2 0
23 8	26 3½	18 2½	150 0	16 13½	18 8	18 15	2 0
23 0½	25 2½	18 12½	153 4½	16 13½	19 0	23 8	1 14
22 7	24 2	17 12½	155 8	16 12	20 9	22 0	1 14
22 1	24 0	19 2½	155 8	16 9½	20 14	22 4	1 8
17 14	20 0½	18 7	153 5	15 9	18 2	20 8	1 8
18 15	20 0	17 9½	150 0	14 3½	17 9	20 3½	1 8
18 10½	19 14	17 0	145 0	14 14	16 13½	20 7	1 8
10 2	19 8	18 8	145 0	15 0	15 6½	18 6	1 10
17 5½	17 12½	17 3½	145 0	15 0	14 10½	17 0	1 9
18 4	18 3	17 12½	145 8	16 5	14 5½	16 11	1 11
20 14	24 2	19 6	160 0	17 5	14 10	18 12½	1 7½
21 5½	23 11	20 10	160 0	17 2½	14 12½	17 11	1 3
21 0	22 2	18 7½	160 0	17 14½	15 4	14 15½	1 3
20 14	16 11½	17 6	160 0	17 3	15 14½	15 2½	1 7
20 5	20 13½	16 14½	160 0	17 0	14 5	12 12½	1 11½
19 0	19 7½	15 8	160 0	17 0	13 0	12 12½	1 10
18 4½	19 0	13 6½	160 0	17 0	12 13	12 0	1 6½
17 14½	19 0	13 8½	160 0	17 0	12 8	11 10½	1 7
18 0	19 0	13 4½	160 0	16 10½	12 8.	11 8	1 7
16 15	18 2½	13 4	160 0	16 0	12 2½	11 4½	1 5½
10 4	10 13	11 4	160 0	15 14½	8 8	8 8	1 5
8 4½	7 15½	9 4½	160 0	15 2	6 6½	7 1½	1 4
10 1	9 14½	10 1½	165 0	15 5½	6 15½	7 12½	1 4½
10 4	10 7	10 2½	175 0	16 11½	8 0½	9 1	1 5
10 0	10 8	9 13½	175 0	17 5½	7 15½	9 13	1 5
10 0	10 8	9 15½	175 0	17 8	7 4	9 8	1 6

STATEMENT

PRICES CURRENT of FOOD GRAINS, &c., at Dharwar from January 1874 to

of GOLD

DHAR

In the Month of	Rate of Exchange on London in Bombay, Sight Bills.	Value of China Gold Leaf per Tola in Bombay	Wheat per Rupee.	Barley per Rupee.	Rice, Best Sort, per Rupee.	Rice, Common, per Rupee.
	s. d.	Rs. A.	s. ch.	s. ch.	s. ch.	s. ch.
1874.						
January	1 10 3/4	16 12	13 3	...	8 5	13 13
February	1 11 1/8	16 11 3/4	...	...	...	...
March	1 11 1/4	16 12 3/4	20 11	...	11 13	16 0
April	1 11	17 0	20 15	...	11 8	15 4
May	1 11	17 0 3/4	20 8	...	11 0	15 0
June	1 10 1/2	17 1	19 15	...	11 0	15 2
July	1 10 1/4	17 0 1/2	20 6	...	11 12	15 12
August	1 10 1/4	17 2 1/4	21 6	...	12 0	15 15
September	1 10 7/16	17 4	22 1 1/2	...	12 9	16 7
October	1 10 3/16	17 3 3/4	22 0	...	13 1 1/2	17 4
November	1 10 1/2	17 4	22 0 1/2	...	11 13	16 5
December	1 10 5/16	17 3	22 3 1/2	...	12 14 1/2	19 14 1/2
1875.						
January	1 10 7/16	17 3 1/2	22 4	...	14 7 1/2	22 3
February	1 10 1/2	17 4	23 9	...	15 8	22 9
March	1 10	17 4 3/8	26 2 1/2	...	14 14	23 0
April	1 10 1/16	17 6 3/8	27 11	...	15 1	22 4
May	1 10	17 9 3/4	26 12 1/2	...	13 9 1/2	21 0 1/2
June	1 9 15/16	17 10	26 3	...	13 0 1/2	19 9 1/4
July	1 9 1/2	17 9 3/4	25 1 1/2	...	12 10 1/2	19 13
August	1 9 1/16	17 7 1/4	23 10 1/2	...	12 12 1/2	19 10
September	1 9 3/4	17 6	22 9	...	12 0	19 14
October	1 9 13/16	17 5 1/2	20 8	...	11 1 1/2	17 13
November	1 9 5/8	18 8 1/2	19 3 1/2	...	9 6 1/2	15 11 1/2
December	1 9 1/2	17 9	18 9	...	11 6	17 4 1/2
1876.						
January	1 9 1/2	17 10 1/2	19 0	...	12 1	18 8
February	1 8 9/16	18 0 1/2	21 12 1/2	...	13 13	18 11
March	1 8 5/8	18 7	21 0 1/2	...	13 13 1/2	18 12
April	1 8 1/16	18 4 1/2	21 0	...	14 0	18 10 1/2
May	1 8 3/16	18 8 1/4	20 6	...	13 9	17 6 1/2
June	1 7 3/4	19 0 1/2	19 10	...	12 11	15 13 1/2
July	1 6 1/16	19 13 1/2	18 5 1/2	...	12 8	15 5
August	1 7 1/16	18 14 1/2	18 0	...	12 15	14 14
September	1 7 1/16	19 1	17 1	...	11 7	13 13 1/2
October	1 8 1/16	18 11 1/2	11 2	...	7 3	8 10 1/2
November	1 8 9/16	18 5 1/2	7 9	...	5 12	7 4
December	1 9 3/8	17 14 1/2	8 1 1/2	...	6 1	7 12
1877.						
January	1 10	17 12 1/4	8 0	...	6 9	7 14
February	1 9 15/16	17 14	8 4 1/2	...	7 2 1/2	8 4 1/2
March	1 9 3/8	18 0	7 6	...	6 12	8 1 1/2

E.—*continued.* No. 16.

March 1877, *with the AVERAGE RATE of EXCHANGE and of the VALUE LEAF.*

WAR.

Jowar per Rupee.	Bajra per Rupee.	Gram per Rupee.	Firewood per Rupee.	Salt per Rupee.	Wheat Flour per Rupee.	Dall, Toor, per Rupee.	Ghee per Rupee.
s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.
21 4	19 14	11 0½	86 6	11 9	10 6	7 6	1 3
...	...	...	...	...	...	...	...
24 12	26 0	14 5	92 11	18 6	14 0	13 9½	1 9½
24 11	25 8	13 15	92 11	18 0	13 14	14 7	1 10
23 8	23 7	13 8	92 11	17 7	13 9½	13 0	1 8
23 11	22 1½	13 4½	92 11	16 0	13 0	13 0	1 8
24 4	21 12½	13 4½	92 11	16 0	13 2	13 4	1 15
24 11	23 8	13 9½	92 11	16 0	13 9½	13 13	1 12
27 5½	25 9½	14 0½	92 11½	16 0	14 0	14 0½	1 11½
26 0	25 8	13 1	92 12	13 14	14 0½	13 8	1 13
25 1	23 7½	11 13	92 12	15 12	14 0	12 4	1 12½
27 4	27 5	11 15½	...	17 4	14 12½	12 9½	1 15
29 3	28 10	15 9	92 11	17 0	15 0	14 11	1 14
31 5	31 2½	19 9	92 12	18 0	15 10	22 15½	1 14
27 8½	29 2½	21 7	92 12	19 0	16 0	27 1½	1 12
28 12½	30 8½	21 12½	92 12	19 0	16 3	29 10½	1 8
29 5	29 0½	20 8½	92 12	18 8½	16 0	28 6½	1 5½
26 6	26 7	18 3	92 12	15 11½	15 8	25 1	1 5½
24 15½	25 12	19 8	92 12	15 3	15 10½	24 8	1 11
24 1½	23 13½	18 15	92 12	16 0	14 10½	23 13	1 6
24 1	22 2½	18 15½	92 12	16 10	15 5½	24 8	1 4
20 15	19 7	17 1½	92 12	16 4	13 13½	23 5½	1 5½
19 9½	21 15½	18 8	92 12	17 8	13 0	22 6	1 12
23 0	26 10½	20 0	92 12	18 12	13 6	21 14	1 14
27 8	27 0	20 9½	92 12	18 0	13 2½	18 8½	1 14
27 0½	27 15	20 6½	92 12	19 0½	14 9½	16 15½	1 14
26 4½	26 14½	19 3	92 12	20 0	13 8	16 1	1 13
26 11	25 14½	17 15	92 12	19 5	13 0	16 0	1 12
25 3½	26 7	28 0	92 12	17 4	13 0	14 11	1 12
23 9	22 12½	16 0	92 12	17 9½	13 0	12 5	1 10½
22 2	20 13½	15 6½	92 12	18 4	13 0	12 8	1 8
22 9½	20 9½	14 11	92 12	18 0	13 0	12 3	1 8
21 3½	19 3	12 13	96 6	18 0	12 3½	12 0	1 7
12 3	12 6	10 6	100 0	17 8	7 14	9 9	1 6
7 9½	8 6	9 5	100 0	16 0	9 0	7 3	1 5½
9 1	10 5	9 13	100 0	15 10	6 13½	7 13	1 4½
9 3	10 1	10 1	100 0	18 4	7 0	8 3½	1 4
10 3	10 14	9 14	100 0	20 10	6 12	8 5	1 4
10 2	10 8	8 10	100 0	19 1	6 0	8 8½	1 4

STATEMENT

PRICES CURRENT of FOOD GRAINS, &c., at Ratnagirri from January 1874 to *of GOLD*

RUTNA

In the Month of	Rate of Exchange on London in Bombay. Sight Bills.	Value of China Gold Leaf per Tola in Bombay	Wheat per Rupee.	Barley per Rupee.	Rice, Best Sort, per Rupee.	Rice, Common, per Rupee.
1874.	s. d.	Rs. A.	s. ch.	s. ch.	s. ch.	s. ch.
January	1 10 5/8	16 12	10 1½	...	14 11	16 0
February	1 11 1/8	16 11¾	...	...	...	...
March	1 11¼	16 12¾	11 6	...	14 4½	15 9½
April	1 11	17 0	...	...	...	...
May	1 11	17 0¾	11 8	...	13 8	14 15
June	1 10½	17 1	10 7	...	12 0¾	13 8
July	1 10¼	17 0½	10 3	...	11 6	14 4½
August	1 10¼	17 2¼	...	...	...	...
September	1 10 3/16	17 4	8 5½	...	12 2	13 9½
October	1 10 3/16	17 3¾	10 15½	...	11 13½	13 4½
November	1 10½	17 4	12 4½	...	11 13½	13 4½
December	1 10 5/16	17 3	12 15	...	12 4½	13 0½
1875.						
January	1 10 7/16	17 3½	12 15	...	12 3	14 8
February	1 10⅜	17 4	12 4½	...	12 3	15 6
March	1 10	17 4½	12 4½	...	11 13½	14 8
April	1 10 7/16	17 6¾	12 15	...	11 8	12 15
May	1 10	17 9¾	10 15½	...	11 8	12 9
June	1 9 7/16	17 10	9 10½	...	11 8	12 3
July	1 9½	17 9¾	8 6	...	11 8	12 3
August	1 9 1/16	17 7¾	7 6½	...	11 8	12 15
September	1 9¾	17 6	8 6	...	11 8	12 15
October	1 9 13/16	17 5¼	8 11	...	11 8	12 15
November	1 9⅝	18 8½	9 0½	...	11 8	13 4½
December	1 9½	17 9	10 0	...	12 3	14 0
1876.						
January	1 9⅜	17 10½	10 5	...	12 3	14 11½
February	1 8 15/16	18 0½	10 15½	...	11 13½	14 12
March	1 8⅞	18 7	10 15½	...	10 12	13 10
April	1 8 11/16	18 4½	10 5	...	10 6½	13 4½
May	1 8 5/16	18 8¾	10 5	...	10 1	12 15
June	1 7¾	19 0½	10 5	...	10 1	12 15
July	1 6 15/16	19 13½	9 11	...	8 15½	11 14½
August	1 7 1/16	18 14½	9 1	...	8 10	11 8
September	1 7 1/16	19 1	9 1	...	8 15½	11 13½
October	1 8 1/16	18 11½	8 11½	...	7 3	9 5
November	1 8 5/16	18 5½	8 1	...	7 3	10 15
December	1 9⅜	17 14½	8 11½	...	7 3	10 12
1877.						
January	1 10	17 12½	9 1	...	7 8½	10 6½
February	1 9 13/16	17 14	9 1	...	7 8½	10 1
March	1 9⅛	18 0	8 11½	...	7 14	10 1

E.—*continued.* No. 17.

March 1877, with the AVERAGE RATE of EXCHANGE and of the VALUE LEAF.

GIRRI.

Jowar Per Rupee.	Bajra per Rupee.	Gram Per Rupee.	Firewood per Rupee.	Salt per Rupee.	Wheat Flour per Rupee.	Dall, Toor, per Rupee.	Ghee per Rupee.
s. ch.	s. ch.	s. ch.	Bundles.	s. ch.	s. ch.	s. ch.	s. ch.
16 7	16 14	11 7	9	19 8	...	8 6	1 1½
...	...	...	....	...	...	...	...
17 6	18 12	11 7	9	20 11	..	8 14	1 3
...	...	...	...	...	...	...	...
17 6	18 12	12 11	9	20 11	...	10 9½	1 1½
16 3	17 6	12 3	9	15 13	...	9 4½	1 9½
15 0	16 11½	13 0	10	15 8	...	9 4½	1 9½
...	...	...	...	...	...	...	...
15 0	16 3½	12 4½	10	13 0½	...	9 6	1 4½
...	17 4	12 5	8½	15 0	...	10 1	1 5½
16 4	18 15	12 5	6	18 9	...	9 1	1 7
17 8	18 15	13 0	9	18 9	...	10 2	1 10½
17 8	19 8	13 5½	9	18 4	9 11	10 12	1 12
20 0	18 13½	14 5	10	19 9	9 11	12 1	1 9½
18 12	18 3	15 0	10	20 14	9 11	11 6½	1 7
17 8	18 3	16 0½	10	20 14	9 11	10 12	1 7
17 8	16 14	16 6	10	20 14	9 11	10 12	1 4
...	15 9	16 6	9	18 14½	8 5½	10 12	1 1
...	15 9	16 6	9	17 9½	6 10½	10 12	1 1
...	15 9	16 6	9½	17 9½	6 4	10 12	1 1
...	15 9	15 15	10½	18 4	6 4	10 12	1 1
...	15 9	15 0	11	20 14	6 14	10 12	1 2½
...	15 9	15 0	11	20 14	6 14	10 12	1 4
15 10	15 9	15 11	11	20 14	7 8	10 12	1 1
15 0	15 9	17 0	11	20 14	7 8	10 12	1 1
16 4	15 9	15 11	11	20 14	7 8	9 6	1 1
15 0	14 14½	15 0	11	20 14	7 2½	8 11	1 1
14 6	14 4	15 0	11	19 9	7 3	8 11	1 1
13 2	14 4	15 0	11	19 7	7 8	9 0½	1 1
...	12 5½	15 0	11	13 3	7 8	8 11	0 15½
...	11 11	13 11	10	16 0½	7 8	8 1	0 12½
...	11 11	13 0	11½	18 4	7 8	8 1	0 13½
14 6	11 11	14 5½	12	17 7	7 8	8 6	0 14
12 8	11 5½	12 15½	12	17 9½	7 8	8 11	0 14½
10 0	11 0	10 4	12	18 4	7 8	7 11½	0 15
11 14	11 0½	10 15	12	18 4	7 8	7 6	0 15
11 4	11 11	11 10	12	18 4	7 8	7 13½	1 0
11 4	11 11	12 5	12	18 5	7 8	8 6½	1 1
11 4	11 11	11 10	12	18 5	7 8	8 1	1 1

STATEMENT

PRICES CURRENT of FOOD GRAINS, &c., at Kanara (Carwar) from January *of GOLD*

KANARA

In the Month of	Rate of Exchange on London in Bombay. Sight Bills.	Value of China Gold Leaf per Tola in Bombay	Wheat per Rupee.	Barley per Rupee.	Rice, Best Sort, per Rupee.	Rice, Common, per Rupee.
1874.	s. d.	Rs. A.	s. ch.	s. ch.	s. ch.	s. ch.
January	1 10¾	16 12	11 10	...	7 15	14 4
February	1 11⅛	16 11¾	...	...	...	...
March	1 11⅛	16 12¾	12 8	...	9 0	13 12
April	1 11	17 0	13 0	...	9 0	14 0
May	1 11	17 0¾	13 0	...	9 0	14 0
June	1 10½	17 1	13 0	...	9 0	14 0
July	1 10¼	17 0½	13 4	...	9 0	15 0
August	1 10¼	17 2¼	13 8	...	9 0	14 8
September	1 10 5/16	17 4	9 8	...	9 0	14 0
October	1 10 5/16	17 3¾	14 0	...	9 0	12 8
November	1 10⅛	17 4	14 0	...	9 0	13 0
December	1 10 5/16	17 3	13 8	...	9 0	13 8
1875.						
January	1 10 3/16	17 3½	13 8	...	9 12	14 8
February	1 10⅜	17 4	14 0	...	9 0	15 0
March	1 10	17 4¾	13 0	...	10 0	15 0
April	1 10 1/16	17 6¾	13 8	...	10 0	14 0
May	1 10	17 9¾	14 0	...	9 8	13 8
June	1 9 7/16	17 10	14 0	...	9 0	12 0
July	1 9½	17 9¾	14 0	...	9 0	12 0
August	1 9 11/16	17 7¾	13 0	...	9 0	11 8
September	1 9¾	17 6	13 0	...	9 8	12 0
October	1 9 13/16	17 5¼	13 8	...	9 8	13 0
November	1 9⅝	18 8½	13 8	...	8 0	14 0
December	1 9½	17 9	13 0	...	7 8	14 8
1876.						
January	1 9⅛	17 10 1/16	13 8	...	8 0	15 0
February	1 8 5/16	18 0½	13 0	...	8 0	15 0
March	1 8⅝	18 7	13 0	...	8 0	14 0
April	1 8 1/16	18 4½	13 0	...	8 0	12 10
May	1 8 5/16	18 8¾	13 0	...	8 0	12 8
June	1 7¾	19 0½	13 0	...	8 0	12 0
July	1 6 15/16	19 13½	13 0	...	8 0	11 8
August	1 7 1/16	18 14½	13 0	...	8 0	12 0
September	1 7 1/16	19 1	13 0	...	8 0	12 8
October	1 8 1/16	18 11½	11 8	...	7 8	12 0
November	1 8 5/16	18 5½	10 0	...	7 0	12 0
December	1 9⅛	17 14½	10 8	...	8 0	11 12
1877.						
January	1 10	17 12¼	10 4	...	7 8	10 12
February	1 9 13/16	17 14	11 0	...	8 0	11 0
March	1 9⅜	18 0	11 0	...	8 0	11 0

E.—*continued.* No. 18.

1874 *to March* 1877, *with the AVERAGE RATE of EXCHANGE and of the VALUE LEAF.*

—(Carwar.)

Jowar per Rupee.	Bajra per Rupee.	Gram per Rupee.	Firewood per Rupee.	Salt per Rupee.	Wheat Flour per Rupee.	Dall, Toor, per Rupee.	Ghee per Rupee.
s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.
16 1½	18 9½	10 4½	198 14	12 13	7 8	7 7	1 3
...	...	...	...	...	...	...	...
16 0	20 0	11 0	213 0	16 0	8 0	9 0	1 4½
17 4	18 8	11 0	213 0	16 0	8 0	9 0	1 4½
17 0	19 0	11 0	213 0	14 8	8 8	9 0	1 3
16 0	18 0	11 0	213 0	13 0	9 0	9 8	1 1½
16 0	19 8	12 0	213 0	10 8	8 0	10 0	1 1½
	19 8	12 0	213 0	13 8	9 0	10 0	1 0
...							
16 0	20 0	12 0	213 0	14 8	7 8	10 0	1 0
18 0	20 0	12 8	213 0	12 0	8 8	10 0	...
19 0	19 0	12 0	213 0	13 0	9 0	10 0	1 5
18 0	18 0	12 0	213 0	14 8	9 0	12 0	1 7
18 0	19 0	13 0	213 0	14 8	9 0	11 8	1 9½
17 0	19 0	13 0	213 0	16 0	9 0	12 0	1 10
18 0	16 0	13 0	213 0	14 8	9 0	13 8	1 8½
18 0	16 0	14 0	213 0	13 0	8 14	13 0	1 7
18 0	16 0	14 0	213 0	13 0	8 12½	14 0	1 5
17 0	16 0	13 0	213 0	13 8	8 4½	13 8	1 5
16 0	16 7	13 0	213 0	13 0	8 12	13 0	1 5
15 4	13 0	11 8	213 0	13 0	8 12	13 0	1 5
14 0	13 0	13 0	213 0	13 0	8 12	13 0	1 5
16 0	14 0	14 8	213 0	13 0	8 12	13 0	1 5
17 8	14 0	14 0	213 0	13 0	8 12	14 0	1 2
18 0	16 0	15 8	213 0	13 0	8 12	14 0	1 2
18 0	15 0	16 0	213 0	14 0	8 12	14 0	1 2
18 0	15 0	16 0	213 0	14 0	8 4	14 0	1 2
17 8	14 8	16 0	213 0	13 8	8 4	13 8	1 4½
18 0	14 0	16 0	213 0	13 8	8 12	12 12	1 5
18 0	14 0	16 0	213 0	13 0	8 12	12 0	1 4
17 8	13 0	16 0	213 0	10 10	8 12	13 0	1 4
16 0	13 0	16 0	213 0	13 0	7 13	13 0	1 3
14 0	14 0	15 0	213 0	11 12	7 13	13 0	1 3
16 0	14 0	16 0	213 0	13 0	7 13	13 0	1 0½
14 0	13 8	13 0	213 0	12 8	6 14½	11 8	1 1½
11 0	11 8	10 8	213 0	12 8	6 4	9 0	1 1
12 0	10 0	12 0	213 0	13 0	6 4	9 8	1 1
12 0	10 8	11 8	213 0	13 0	6 8½	9 0	1 1½
12 0	11 0	11 4	213 0	13 0	6 13	10 0	1 1
11 8	11 0	11 8	213 0	13 0	7 5	10 12	1 1

STATEMENT

PRICES CURRENT of FOOD GRAINS, &c., at Punch Mahals (Godhra) from the RATE of

PUNCH MAHALS

In the Month of	Rate of Exchange on London in Bombay. Sight Bills.	Value of China Gold Leaf per Tola in Bombay.	Wheat per Rupee.	Barley per Rupee.	Rice, Best Sort, per Rupee.	Rice, Common, per Rupee.
	s. d.	Rs. A.	s. ch.	s. ch.	s. ch.	s. ch.
1874.						
January	1 10 3/4	16 12	10 4	...	8 0	12 12
February	1 11 1/8	16 11 3/4	...	...	...	...
March	1 11 1/4	16 12 3/4	...	...	...	...
April	1 11	17 0	10 0	...	9 0	12 0
May	1 11	17 0 3/4	11 0	...	9 0	12 8
June	1 10 1/2	17 1	10 8	...	9 0	12 0
July	1 10 1/4	17 0 1/2	12 0	...	9 0	12 0
August	1 10 1/4	17 2 1/4	12 0	...	9 0	12 0
September	1 10 3/16	17 4	11 0	...	9 0	12 0
October	1 10 7/16	17 3 3/4	11 0	...	9 0	12 0
November	1 10 1/2	17 4	10 0	...	9 0	12 0
December	1 10 5/16	17 3	...	...	...	...
1875.						
January	1 10 9/16	17 3 1/2	11 0	...	11 8	13 8
February	1 10 1/8	17 4	12 0	...	11 0	15 0
March	1 10	17 4 1/2	12 8	...	11 0	15 0
April	1 10 1/16	17 6 1/2	13 0	...	11 0	15 0
May	1 10	17 9 3/4	13 0	...	11 0	15 0
June	1 9 7/16	17 10	12 8	...	11 0	13 8
July	1 9 1/2	17 9 3/4	12 0	...	11 0	13 0
August	1 9 1/16	17 7 3/4	11 0	...	11 0	13 0
September	1 9 1/2	17 6	11 0	...	11 0	13 0
October	1 9 1/16	17 5 1/4	11 0	...	11 0	13 0
November	1 9 1/2	18 8 1/2	11 0	...	11 0	13 0
December	1 9 1/2	17 9	11 0	...	11 0	14 0
1876.						
January	1 9 1/8	17 10 1/2	12 0	...	11 0	15 0
February	1 8 9/16	18 0 1/2	11 0	...	12 0	15 0
March	1 8 1/2	18 7	11 0	...	12 0	15 0
April	1 8 1/16	18 4 1/2	11 0	...	12 0	15 0
May	1 8 5/16	18 8 3/4	11 0	...	12 0	15 0
June	1 7 1/2	19 0 1/2	11 0	...	12 0	15 0
July	1 6 1/16	19 13 1/2	11 0	...	12 0	15 0
August	1 7 1/16	18 14 1/2	10 0	...	12 0	15 0
September	1 7 1/16	19 1	10 0	...	12 0	15 0
October	1 8 3/16	18 11 1/2	10 0	...	12 0	15 0
November	1 8 7/16	18 5 1/2	9 0	...	10 0	13 0
December	1 9 1/8	17 14 1/2	9 0	...	10 0	13 0
1877.						
January	1 10	17 12 1/4	9 0	...	10 0	13 0
February	1 9 13/16	17 14	9 0	...	9 8	12 0
March	1 9 1/8	18 0	9 0	...	9 0	11 0

E—*continued.* No. 19.

January 1874 *to March* 1877, *with the AVERAGE RATE of EXCHANGE and of GOLD LEAF.*

—(Godhra.)

Jowar per Rupee.	Bajra per Rupee.	Gram per Rupee.	Firewood per Rupee.	Salt per Rupee.	Wheat Flour per Rupee.	Dall, Toor, per Rupee.	Ghee per Rupee.
s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.	s. ch.
28 0	21 8	17 12	200 0	12 4	8 0	10 0	1 6
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
28 0	26 0	23 0	200 0	12 0	9 8	9 8	1 9½
28 0	26 0	24 0	200 0	14 0	10 0	11 0	1 9½
27 0	26 0	24 0	200 0	14 0	10 0	11 0	1 9½
25 0	24 0	24 0	200 0	14 0	11 0	10 8	1 9½
25 0	25 0	23 0	200 0	14 0	10 8	10 0	2 0
29 0	25 0	21 8	200 0	14 0	9 0	10 0	2 0
29 0	25 0	21 0	200 0	14 0	9 0	10 0	2 0
35 0	27 0	21 0	200 0	13 0	9 0	10 0	2 0
...	...	...	...	...	...	...	...
35 0	27 0	21 0	200 0	13 0	9 0	11 0	2 0
28 0	27 0	21 0	200 0	13 0	10 0	12 0	2 0
27 0	27 0	30 0	200 0	13 8	10 8	13 0	2 0
27 8	26 0	30 0	200 0	14 0	11 0	14 0	2 0
28 0	25 0	30 0	200 0	14 0	11 0	15 0	1 8
26 8	19 0	32 0	200 0	14 0	11 7½	15 0	1 0
25 0	18 8	32 0	200 0	13 0	10 10	15 0	1 2½
25 0	19 0	31 0	200 0	13 0	9 5	15 0	1 5
25 0	19 0	30 0	200 0	13 0	9 5	15 0	1 5
30 0	19 0	30 0	200 0	13 0	9 5	15 0	1 5
35 0	19 0	30 0	200 0	13 0	9 5	20 0	1 5
35 0	21 8	30 0	200 0	14 0	9 10½	21 0	1 5
35 0	23 0	30 0	200 0	15 0	10 5	22 0	1 5
33 0	23 0	30 0	200 0	14 0	10 0	22 0	1 5
33 0	23 0	30 0	200 0	14 0	10 0	23 0	1 5
33 0	23 0	30 0	200 0	14 0	10 0	24 0	1 5
33 0	23 0	30 0	200 0	14 0	10 0	24 0	1 2½
33 0	23 0	30 0	200 0	14 0	10 0	24 0	1 0
33 0	23 0	30 0	200 0	14 0	10 0	24 0	1 2½
33 0	23 0	31 0	200 0	14 0	9 0	24 0	1 2½
33 0	23 0	31 0	200 0	14 0	9 0	24 0	1 0
33 0	23 0	31 0	200 0	14 0	9 0	24 0	1 0
22 8	16 0	22 8	200 0	14 0	8 0	16 0	1 2
22 8	16 0	22 8	200 0	14 0	8 0	16 0	1 3½
21 4	16 0	22 8	200 0	14 0	8 0	14 10	1 2
20 0	15 4	20 12	200 0	14 0	8 0	12 6	1 2
20 0	14 8	19 0	200 0	14 0	8 0	10 12	1 2

No. 1306.

FINANCIAL DEPARTMENT,

SIMLA, 18*th June* 1877.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In acknowledging the receipt of your letter, dated the 15th May 1877, I am directed to request that you will convey the thanks of the Governor General in Council to the Committee of the Bombay Chamber of Commerce for their interesting and intelligent report upon the subject of the effect upon Indian interests of the fall in the value of Silver measured in Gold.—I have, &c.,

R. B. HOLLINGBURY,

Asst. Secretary to the Govt. of India.

APPENDIX H.

ADVANCES TO IMPORTERS OF SILVER BULLION AND FOREIGN COINS, UNDER MINT CERTIFICATES.

No. 2725.

GOVERNMENT OF INDIA.
FINANCIAL DEPARTMENT.
MINT AND CURRENCY.

NOTIFICATION.

FORT WILLIAM, *25th November* 1876.

In exercise of the powers conferred by the Indian Coinage Act, 1870, and the Indian Paper Currency Act, 1871, and of all other powers enabling him in this behalf, the Governor General in Council is pleased to make the following Rules:—

1. Certificates from the Assay Master under Section 24 of the said Indian Coinage Act, 1870, for the net produce of silver bullion or coin delivered into the mint on and after Monday, the 27th November 1876, shall be payable twenty-one days after the date thereof, if issued by the Assay Master at Calcutta, at the Bank of Bengal, and if issued by the Assay Master at Bombay, at the Bank of Bombay.

2. The holders of certificates granted under Section 14 of the said Indian Paper Currency Act, 1871, shall be entitled to receive the amount of notes or of notes and cash stated therein on demand at the Office of Issue.

3. Persons wishing to obtain, under the Indian Paper Currency Act, 1871, promissory notes of the Government of India in exchange for silver bullion or foreign silver coin, may tender the same to the Mint Master on behalf, in Calcutta, of the Head Commissioner, and in Bombay, of the Commissioner of the Department of Issue, in the Form M hereto annexed.

4. The Mint Master shall give a receipt, in Form N hereto annexed, for all bullion or coin so tendered, and immediately forward copy thereof to the Head Commissioner or Commissioner (as the case may be) of the Department of Issue.

5. The Assay Master shall prepare, in Form O hereto annexed, and countersign a certificate of the value of such bullion or coin calculated at the rate prescribed in Section 11 (*b*) of the said Indian Paper Currency Act. The Head Commissioner or Commissioner (as the case may be) of Issue shall then sign the certificate and deliver it to the person making the tender.

6. No bullion or coin tendered under these Rules shall be withdrawn by the tenderer, unless he is dissatisfied with the assay.

7. The Head Commissioner or Commissioner (as the case may be) shall pay to the Mint Master out of the coin reserve of the Department of Issue one rupee per mille on the standard value of the bullion or coin for which certificates in the said Form O may be issued.

8. Bullion or coin tendered under these Rules shall not be coined, except on the written application of the Head Commissioner or Commissioner (as the case may be) of Issue.

9. When the Mint Master receives any such application, he shall communicate the fact to the Assay Master, who shall thereupon issue a certificate under Section 24 of the said Indian Coinage Act, 1870, in favor of the Head Commissioner or Commissioner, as the case may be, of the Department of Issue, for the net produce of the bullion or coin at the rate of ninety-eight rupees per eighteen thousand grains of standard fineness.

FORM M.

Tender of silver bullion (or foreign silver coin) for promissory notes of the Government of India.

To

THE MINT MASTER.

SIR,

Be pleased to receive on behalf of the Head Commissioner (or Commissioner) of the Department of Issue tolas (tolas) of which (I) hereby tender to the said (Head) Commissioner for promissory notes of the Government of India payable to bearer on demand under the provisions of the Indian Paper Currency Act, 1871. (I) request that you will melt or cut the abovementioned silver at (my) sole risk and for the resulting weight of ingots or cut-pieces, or such portion of them as shall agreeably to the rules of the mint be considered fit for coinage, grant your receipt entitling (me) to receive a certificate signed by the (Head) Commissioner of the Department of Issue as prescribed in Section 14 of the Indian Paper Currency Act, 1871.

The bullion (or coin) will be delivered to you by C. D., who is, authorised to superintend its melting or cutting on (my) behalfe and who will attend for that purpose at such times as may be appointed.

Yours obediently,

A. B.

The 18 .

Pass into the mint and register as bullion belonging to the Department of Issue of Paper Currency.

E. F.,
Mint Master.

FORM N.

HER MAJESTY'S MINT_____(CALCUTTA).

Receipt for silver bullion (or foreign silver coin) tendered to the (Head) Commissioner of Issue.

No._____dated_____18 .

Received this day from A. B. as a deposit on account of the (Head) Commissioner of Issue, the under-mentioned quantity of silver in

Register No.	_____	Weighing Tolas	_____
Do.	_____	Do.	_____
Do.	_____	Do.	_____
Do.	_____	Do.	_____
Do.	_____	Do.	_____
Do.	_____	Do.	_____
Do.	_____	Do.	_____
Do.	_____	Do.	_____
Do.	_____	Do.	_____
	Total Tolas		_____

G. H., Accountant. I. K., Bullion-keeper. E. F., Mint Master.

FORM O.

DEPARTMENT OF ISSUE OF PAPER CURRENCY.

Certificate for silver bullion (or coin) under Section 14 of the Indian Paper Currency Act, 1871.

I hereby acknowledge to have received from A. B. tolas of silver bullion (or of foreign silver coin), and certify that in exchange therefore the said A. B. is entitled, on demand (or on the expiration of days from the date hereof) and on presentation of this certificate at the Office of Issue, to receive in notes issued under the Indian Paper Currency Act 1871, or in such notes and cash, the sum of Rupees

This certificate is in (part or full) of the Mint Master's Bullion Receipt No. the silver covered by which has been found, upon assay, to be of the value stated below:—

Mint Register, No.
Description of Silver
Weight in tolas
Pure silver per mille
Net produce

Countersigned,
L. M.,
Assay Master.

N. O.,
(Head) Commissioner of the Department of Issue.

R. B. CHAPMAN,
Secretary to the Govt. of India.

Memorandum for the Public Press.

An importer or holder of silver bullion or foreign coin can obtain the value thereof in rupees from the Government of India in two alternative ways :—

(1) He can deliver it to the Mint Master under section 19 of the Indian Coinage Act XXIII of 1870, in which case he will, in due course, receive a certificate from the Assay Master for the net produce thereof payable from the public treasury ; or,

(2) He can tender it under section 11 of the Indian Paper Currency Act, 1871, to the Head Commissioner of the Department of Issue of Paper Currency or to the Commissioner of the same Department at Bombay, in which case he will, in due time, receive a certificate from the Head Commissioner or Commissioner entitling the holder to the net produce thereof in notes or notes and cash.

The delay is, or ought to be, the same in the issue of either certificate, and should not exceed the time necessary to ascertain the assay value of the bullion or coin. The Government is empowered to determine the interval on the expiration of which the certificate shall, in either case, be payable.

In practice, however, the method of tendering bullion or foreign coin to the Currency Department has not hitherto been employed. All such bullion and coin has been delivered at the mints, and the Government has, sometimes notwithstanding much inconvenience to the public treasury, interposed no interval between the issue of the Assay Master's certificates under section 24 of the Indian Coinage Act, 1870, and their encashment. Such certificates are at present payable on demand.

The Bombay Mint can coin seven lakhs of rupees and the Calcutta Mint twelve lakhs of rupees a week without extraordinary pressure on the establishments : under extraordinary pressure, and at an extra cost, perhaps ten lakhs a week more could be coined at the two mints.

Silver is usually imported in large sums ; the demand upon the mints for silver coin is not regular and steady, but spasmodic. Thus it happens that the Government has, at present, sometimes to advance to importers of bullion from the public treasury considerable sums which are not replaced by the mints for considerable periods. Should an importer or holder tender his bullion or coin to the Currency Department, the Government would in like manner have to advance to him the net produce long before it could be manufactured into coin at the mints ; but, in this case, the advance would be made, under the law, from the currency reserve and not from the public treasury.

At present, the cash balances in the public treasury are low, and the demands upon them in connection with the threatened famine in Western India large and uncertain. At the same time the importations of silver bullion are extensive, the value of the net imports of such bullion in October having been nearly 1¼ crores of rupees. Under these circumstances it is no longer convenient to advance from the public treasury the net produce of the silver bullion and coin delivered at the mints, and the Government has been compelled to determine under section 28, clause 6, of the Indian Coin-

age Act, 1870, that twenty-one days shall be the period for which certificates granted under section 24 of the Act shall run.

The coin reserve of the Currency Department is however ample, and no inconvenience is apprehended from the advance from this reserve of the net produce of all silver bullion and foreign coin which may be tendered to the Head Commissioner of the Department of Issue in Calcutta or the Commissioner of the same Department at Bombay under section 11 of the Indian Paper Currency Act, 1871. Accordingly the Government of India has no present intention of interposing any interval between the issue of certificates by either of these officers under section 14 of the Act and their encashment. Such certificates will be payable to bearer on demand.

The text of the notification containing these orders is annexed. It will be observed that the general effect is only to transfer to the coin reserve of the Currency Department the burden, now borne by the public treasury, of advancing to importers, during the process of coining, the net produce of silver bullion and foreign coins.

No inconvenience will apparently be caused to importers by the change.

R. B. CHAPMAN.
Secretary to the Government of India.

Financial Dept., 24th November 1876.

APPENDIX I.

THE OPIUM BILL, 1876.

No. 3817.

FINANCIAL DEPARTMENT.

SIMLA, 31*st October* 1876.

To the SECRETARY to the CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 13th October 1876, again urging that the provisions contained in the "Opium Bill, 1876," for the establishment of Government warehouses for opium may be omitted therefrom, so far as Bombay is concerned.

2. In reply I am directed to state that the Hon'ble the President in Council regrets that he is unable to modify the decision conveyed in my letter No. 3052, dated 26th September last, and to say that the establishment of Government warehouses for opium is intended principally for the protection of the revenue from the home consumption of opium. I am also to request that you will remind the Chamber again that the proposed legislation is only permissive and is not designed to apply to Bombay in particular. It will not be applied to Bombay as long as other measures are found sufficient. Warehouses may be established in any part of India in which they may appear necessary, but only with the sanction of the Government of India.

3. With regard to the alternative proposals of the Chamber, I am desired to say that the Hon'ble the President in Council is unable to approve the suggestion that the provisions relating to Government warehouses shall be applicable only to opium on which duty has not been paid, and that all warehouses now and previously used and proved to be suitable for the opium trade shall be entitled to be licensed.

4. Nor can it be stated in the Act that the "fees for warehousing" shall not exceed the cost of warehousing the drug at present; but I am to explain that it is not intended

that the Government should derive a profit from the rent of the opium warehouses.

5. As regards the two remaining proposals, I am to say that every facility will be afforded for the conduct of business in the Government warehouses which is afforded in other bonded warehouses, or which the peculiarities of the trade may be shown to require.—I have, &c.,

R. B. CHAPMAN,
Secy. to the Government of India.

APPENDIX J.

NEW CONSOLIDATED CUSTOMS BILL.

No. 6392 OF 1876.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *8th November* 1876.

To the SECRETARY to the CHAMBER OF COMMERCE, Bombay.

SIR,—The Government of India have intimated that it is in contemplation to revise the Consolidated Customs Act (VI. of 1863), and that a Consolidated Customs Bill will be shortly published in the *Gazette of India*, and have requested that a Committee, similar to that proposed to be appointed for Calcutta, may be formed for Bombay, to consider the Bill. I am accordingly desired to forward the accompanying copies of the correspondence* received from the Government of India on the subject for the information of the Chamber of Commerce, and to invite the Chamber to nominate two members to sit on the Committee with the officers whom Government may appoint.—I have, &c.,

*Letter from the Government of India, Department of Revenue, Agriculture, &c., No. 5, dated 21st October 1876, with enclosures.

D. MACKENZIE,
For Chief Secretary to Government.

CUSTOMS—No. 5.

SIMLA, 21*st October* 1876.

From the Hon'ble. T. C. HOPE, Offg. Secretary to the Government of India, Department of Revenue, Agriculture, and Commerce, to the CHIEF SECRETARY to the GOVERNMENT OF BOMBAY.

SIR,—I am directed to forward copies of the correspondence noted in the margin on the subject of the revision of the Consolidated Customs Act, and to state that the appointment of a Committee at Bombay, similar to that proposed for Cal-

From Government of Bengal, No. 774 of 23rd March 1876, with accompaniments.
To ditto, No. 3, dated 21st October 1876.

cutta, would, in the opinion of His Excellency the Governor General in Council, be very desirable.—I have, &c.,

T. C. HOPE,
Offg. Secretary to the Government of India.

REVENUE DEPARTMENT.

MISCELLANEOUS REVENUE, No. 774.

CALCUTTA, *17th March, issued March*, 1876.

From H. J. REYNOLDS, Esq., Offg. Secretary to the Government of Bengal, to the SECRETARY to the GOVERNMENT of INDIA, Department of Revenue, Agriculture, and Commerce.

SIR,—I am directed to submit, for the consideration and orders of His Excellency the Governor-General in Council, copies of the correspondence noted in the margin on the subject of appointing a Committee to consider and report on the modifications desirable in the Consolidated Customs Act VI. of 1863, and to state that the Lieutenant-Governor supports the suggestion of the Chamber of Commerce, and the recommendation of the Board of Revenue, that a Committee should be appointed.

Letter from the Chamber of Commerce, dated 17th February 1876.
Letter from the Board of Revenue, No. 155 B, dated 3rd March 1876, reporting on the above.

2. His Honor thinks that a Committee consisting of two members would be sufficient. It would be his wish to place Mr. J. A. Crawford, of the Civil Service, who is shortly expected from England, on the Committee, as his special experience of the subject is likely to be valuable, and to select the other gentleman from the mercantile community.—I have, &c.,

H. J. REYNOLDS,
Officiating Secy. to the Govt. of Bengal.

CALCUTTA, *7th February* 1876.

From H. W. J. WOOD, Esq., Secretary, Bengal Chamber of Commerce, to the SECRETARY to the GOVERNMENT of Bengal, Revenue Department.

On the 29th January 1863, His Excellency the Governor General in Council gave his assent to a Bill for consolidating and amending the laws relating to the administration of the Department of Sea Customs in India, and the provisions of the Act then passed as Act VI. of 1863 have been in force since that date, with the exception of one or two of the sections which have been repealed by later enactments.

Various causes, however, have of late years conspired to render many of the provisions of the Act inapplicable to present circumstances, but specially the altered condition of a large proportion of the carrying trade of the day, which has been effected by the Suez Canal route of communication with Europe; and the considerable steamer tonnage entering and clearing from British

Indian ports renders it absolutely expedient that the Act be so modified as to meet the requirements of that class of vessels.

This subject was under discussion by the Chamber early in 1872, when several proposed amendments were submitted for the consideration of the Board of Revenue, but no steps appear to have been taken to give effect to the Chamber's recommendations ; and I am instructed to bring the matter to the notice of His Honor the Lieutenant-Governor, with the view to the appointment of a Committee to consider in what respects the Act is capable of modification, and to its being brought more in harmony with the existing state of trade.

No. 420.

REVENUE DEPARTMENT, MISCELLANEOUS REVENUE,
CALCUTTA, 15*th February* 1876.

Copy forwarded to the Officiating Secretary to the Board of Revenue, Miscellaneous, Revenue Department, with the request that the Lieutenant-Governor may be favoured with an expression of the opinion of the member in charge on the proposal made by the Chamber of Commerce.—By order of the Lieutenant Governor of Bengal.

J. A. BOURDILLON,
Actg. Asst. Secy. to the Govt. of Bengal.

No. 155-B.

DATED FORT WILLIAM, the 3*rd March* 1876.

From W. H. GRIMLEY, Esq., Officiating Secretary to the Board of Revenue, L. P., to the SECRETARY to the GOVERNMENT of BENGAL.

I am directed by the Member in charge to acknowledge the receipt of your endorsement No. 420, dated 15th ultimo, requesting an expression of the Member in charge's opinion on a reference made by the Bengal Chamber of Commerce, regarding the expediency of amending the Consolidated Customs Act VI. of 1863, and in reply to state as follows.

2. The Member in charge has for some time past considered that there were many points in the existing Act in which improvements were necessary, and nearly three years ago, in this office No. 304-C, dated 13th June 1872, he addressed Government on the subject, and indicated some of the most important respects in which the Act required remodelling. He is convinced that in carrying out the provisions of the Act some unnecessary complexity has been introduced into the business of the Custom House, and that what is required is a more simplified procedure, and the adaptation of the Act to the conditions brought about by the Suez Canal route of communication.

3. Before suggesting any measures to Government, Mr. Money desired the officiating Collector of Customs, Mr. T. B. Lane, who, both as Secretary to the Board for many years and also in his

present capacity, has had considerable experience in Customs matters, to prepare a note embodying the chief points in which inconvenience is caused to the public by the enforcement of the provisions of Act VI. of 1863. The Collector has now submitted a note, copy of which I am directed to forward for the consideration of His Honor the Lieutenant-Governor.

4. The note is a fair statement of the various difficulties which have arisen in the Customs work under the present Act. Without entering into details of each case or discussing the remedies suggested, Mr. Money is prepared to state that he agrees generally with the Collector in his exposition of the master. The note, however, does not exhaust the subject. There are other question of reform which it does not touch upon; one case may be instanced. Under the wording of section 155, the Collector of Customs has no power to insist on a cash deposit, or a mortgage or pledge of deeds, with the bond taken under that section, as the words "bond with sufficient security" have been held, under legal advice, to mean "a bond with sureties," and nothing else; and no further security can be required until the law is altered.

5. The question of the revision of the conditions of the law (sections 126 to 129) under which port clearances are granted has been quite recently urged upon the notice of the Member in charge by a Committee of deligates from the Chamber of Commerce. It was represented that much advantage would be gained if the agent of the ship could be allowed to file a correct manifest within a certain number of days—say, three clear working days—after the clearance of the ship, under some guarantee: a penalty enforceable in case of non-compliance. But as the law now stands, the manifest must be filed at the time of requesting a port clearance, and though some license on the point has been allowed, no ship is permitted to get her clearance paper finally till the manifest has been filed.

6. A reference on this subject was made to the Customs authorities in Bombay and Madras, and from the answers received it appears that a similar difficulty has long been felt at both places. In practice, however, an attempt has been made to avoid the difficulty by allowing mail and certain other steamers to clear before putting in a manifest, a guarantee being taken from the ship's agent that the necessary papers will be put in afterwards. This is a measure of very doubtful legality; and in Bombay the guarantee letters are said to be quite useless, the promise they contain never being fulfilled owing to the absence of any legal enactment by which it could be enforced. The want of some remedy in the Act itself is evident.

7. Some of the inconveniences and defects of the Act have been removed or ameliorated by special orders and rules passed from time to time, as necessity arose; it is now desirable that such orders and rules, in cases where their continuance is necessary, should receive the significant stamp of legislative enactment. On every consideration, therefore, the Member in charge is prepared to support the recommendation of the Chamber of Commerce regarding the expediency of appointing a committee to consider what amendment of the Act is required, in order to adapt it to the existing state of commerce.

Since the present Customs Act VI. of 1863 was passed, the circumstances of the trade of Calcutta have greatly changed in several important respects.

In 1862-63 all vessels with cargo from Europe came to Calcutta round the Cape, with the exception of the P. and O. Steamers from Suez, to the number of 24 in the year. Out of a total number of 1,020 vessels arriving at Calcutta, 112 only were steamers; the other eight-ninths were sailing vessels.

In 1874-75, out of a total number of 1,319 arrivals at Calcutta, 640, or nearly one-half, were steamers, of which, again, 119 came by the Suez Canal.

In 1862-63 the value of the Calcutta trade in round numbers was, in imports 16½ millions, in exports 19⅝ millions, or a total of 35¾ millions.

In 1874-75, with imports valued at 25 millions and exports at 28½ millions, the total value came to 53½ millions.

In 1862-63 all cargoes were discharged into boats by manual labour, and the unloading of a ship occupied from six weeks to two months.

In 1874-75, 142 vessels were discharged at the Port Commissioners' jetties, the average time so occupied by each vessel being five days, whilst the unloading of vessels in the stream was ordinarily completed in about 20 days.

Further, in 1862-63 no mails came by Bombay to Calcutta, and there was no telegraphic communication with England.

A brief consideration of these several changes renders it easy to understand that a customs law, passed in 1863, may have proved very inapplicable to the Calcutta trade of 1875. As a fact, the Calcutta mercantile community has for some years past from time to time complained of the inconvenience and difficulties caused by the unavoidable enforcement of the provisions of Act VI.

In 1863 time was apparently no object. In 1875 everyone is in a hurry—the ship-owner to get the greatest possible number of voyages from each of his vessels; the merchant to turn his money over as often as possible.

The almost unlimited use of the telegraph, and the facilities afforded to traders by the banks of the present day, have resulted in the greatest possible pressure on the loading of vessels in Great Britain, and on their discharge and re-loading here.

Turning to the Act, it will be seen that under the general head of Importation, the present law requires the delivery, by the master of the vessel, of a manifest of each ship's cargo, first to the pilot after entering the Hooghly and next at the Custom House when the vessel is there entered for the discharge of cargo. When the cargo is such as salt or coal, there is no difficulty about these manifests; but with a general or mixed cargo, it results, from the hurried loading in Great Britain, that the manifest delivered to the pilot is seldom correct, whilst an accurate manifest, or the bills of lading for preparing it in Calcutta, come by overland mail to the agents direct.

In the beginning of 1874, this part of the law was so far relaxed by special Government orders as to allow discharge of cargo to begin, subject to delivery of the manifest by the master within 24

hours after the ship's arrival. This procedure does not, however, seem to me to meet the difficulty. First the ship's agents should be allowed to deliver the manifest at the Custom House as soon as they have received it by mail (even if that be before the ship arrives), that is, the agents should be legally substituted for the master.

Next, the delivery of manifest to the pilot should be no longer required. Next, if by any mischance, such as an accident delaying the mails, the ship should arrive before the manifest could be given in, leave should be given, under all necessary precautions, to discharge the whole of the cargo without interruption if required in the interests of the ship, subject, of course, to any special conditions in the bills of leading. Jetty ships would thus deliver their cargo into the custody of the Port Commissioners, whilst ships in the stream would send their cargo to the Custom House.

In the event of the manifest reaching the agents and being filed at the Custom House before the ship's arrival, consignees could be allowed at once to apply for passes, and thus be ready to take delivery immediately on the ship's entry. Very great relief would be given by this change, and most specially so at every recurrence of the holidays which are now felt to be such a hindrance to the trade.

In the other case, however, of delay in the delivery of the manifest, and particularly where the ship would discharge in the stream, it would be obviously necessary to make certain restrictions in the interest of the consignees. On such an occasion the shipping interest would be in direct collision with them, and it would be absolutely necessary to limit the ship strictly to a scale of landing charges, not exceeding, say, the jetty rates, or some other reasonable scale, and to provide for the customary landing of certain classes of goods under out-passes, that is, without bringing them through the Custom House.

Such changes as these would allow of the removal of many of the restrictions imposed by the present sections 33 to 61, and with due regard to the conflicting interests concerned, would be generally much appreciated.

The following section 62 has been found to work hardly in the case of goods of which the invoice has been mislaid or delayed. The necessary thorough examination of such goods for assessment is said often to injure them, and might be altogether avoided, if the law was so altered as to allow of their being warehoused. Such permission could be unobjectionably given under certain rules providing for a sufficient cash deposit, pending assessment for duty and for the custody of the goods in the bonded warehouse. The last sentence in this section has also given rise to much discussion from time to time, and it is a question for consideration whether a re-valuation of goods should not be allowed in cases where an error has been made by a customs officer. Obvious mistakes are sometimes made, and either the Chief Officer of Customs, or the Chief Customs authority, should have discretion to apply a remedy.

Sections 65 and 66 require to be made more clear in prescribing the mode of original assessment of damaged goods on their entry. The practice is to assess the goods as if they were undamaged, and

this should be authorised. The actual duty paid is by section 66 regulated on the price realised at auction.

Before going on to the sections headed "Warehousing," I would notice that amongst the "general provisions" of the Act, preceding the chapter on Importation, section 26 should be so amended as to show what is meant by the 'real value' of goods, as also to enable the officer of customs to ascertain that value more nearly than he can now do by law. Section 27 also requires revision, as pointed out in a special correspondence last year. The Collector is now held bound to sell at once by public auction to the highest bidder, and the Government is laid open to some risk of loss. This section should be altered to agree with the corresponding section in the English law, as explained in the correspondence referred to.

On the other hand, larger discretion should be given to the Collector of Customs in allowing amendment of valuations. Undervaluation often happens from other causes than "accident," for instance, from misunderstanding of rules or phrases, from the stupidity of petty clerks; but the Collector must in such cases by law take over the goods for Government. He has no other alternative, for any relaxation of the law must lay him open to frequent applications, with which he should not comply, or to charges of partiality and inconsistency.

In connection with the present section 31, legal authority is required to enable the Customs officer to relieve from payment of duty re-imported foreign goods which have already once paid duty on importation into India.

Sections 70 to 115 embrace the rules for warehousing goods before payment of duty. In these, certain alterations would be necessary, if the amendment suggested in section 62 be made.

Improvement is also specially needed in sections 77 and 78. Reading these with the form of bond annexed to the Act, it seems that default on the bonder's part could not be met save by a civil suit, and the Collector should, properly, be placed by law in a position to take summary proceedings (such as by application to a Magistrate for distraint of properties of the defaulter) for recovery of duty on bonded goods. In certain other parts of the Act, further, where parties give bonds under penalty, the Collector should be empowered to require such security, even in the shape of deposits, if necessary, as would render realization an easy matter.

Section 92 should be assimilated to the English Act, in providing for the bottling off of wines and spirits in the warehouse, and section 102 should be altered so as to allow of a more prompt settlement of claims for rent on goods lodged in a public warehouse. There is no reason why bonders of salt should have ten days' grace for such payments, or that bills should be signed by the warehouse keeper, for it may be more advantageous to collect such rents from the Custom House, and a demand from the Collector should be answered by immediate payment. Section 104 should also be amended, so as to allow the Collector to detain a portion of bonded goods for rent due, as well as for duties or penalties. At present the law does not hinder a salt bonder from clearing out his stock before he has paid all rent due.

Sections 116 to 136 relate to exportation, and several changes

are here required. The Tariff Act of August 1875 has reduced to three only the articles of export subject to duty, and the main object of Custom House rules for regulating the export trade may be now said to be the securing of correct statistics of the supplies of Indian produce to places outside India, and through what is called the interportal trade.

Seeing, as above said, that almost all this produce is now exported free of duty, the present law is decidedly defective. Shipping bills, for instance, must be given in for a pass, but the law nowhere provides that the details of quantity given in the shipping bills shall be correctly stated.

It is notorious that their present inaccuracy renders the statistics of free exports compiled from them untrustworthy. Section 132 has been found sufficient to secure correct details of dutiable exports and would be re-enacted ; but a provision is absolutely wanted, which will compel all shippers of free goods to give notice of re-lands and short shipments.

The above-noticed defect is greatly aggravated by the present shape of sections 126 to 129. These provide for the issue of the port clearance, and require much revision. In the first place, the agent of the ship should be legally allowed to take the place of the master in applying for clearance. In the next place, the delivery of an export manifest should no longer be made a necessary preliminary to clearance.

The manifests filed under the present Act do not contain correct details of the cargo actually taken on board, and the shipping bills, being also very incorrect, the statistics of exports, as I have already said, are not to be trusted.

It has been already proposed to amend section 128 by allowing the agents of a ship to file a correct manifest, within three days after its departure, under proper guarantee and penalty, and some such change should now be made.

It may be added that this is all the more necessary, owing to the rapidly increasing use of the Port Commissioner's jetties for loading ships, and the consequent haste with which they are pressed on to take their departure.

Section 135 might unobjectionably be so altered as to allow of the direct transhipment, under proper preventive supervision, of the cargo of a vessel returning to port after clearance.

The present wording implies that all such cargoes should be actually landed for re-export if transhipment is required.

Sections 137 to 148, relating to drawback, require minor alterations. Thus there is no apparent reason why drawback should not be allowed on ships' stores as it is under the English Act, especially seeing that, under section 183, certain such stores may be shipped from a warehouse free of duty.

In the drawback provisions, relating to officers of Her Majesty's Navy, spirits should also be specified as entitled to the allowance. A special Government order now permits this, and the law should be correctly worded.

Sections 139 to 160 relate entirely to the coasting trade, and amendments might be very usefully made here, with the important object of securing correct statistics, at the same time imposing as few restrictions as possible on the ships employed in the trade. It

was found necessary in 1873 to pass a special set of rules for the Orissa ports, and the Commissioner of that Division would doubtless be able to suggest points on which the present law could be suitably altered.

Under the special heading "Spirits," section 170 should be altered. Cordials, when *imported*, pay duty on their full liquid quantity, and there seems to be no reason why cordials, manufactured in India, should pay only on the quantity of spirit used in preparation.

Sections 174 and 175, for regulating the employment of agents to do business at the Custom House, might be very suitably rearranged. They are misunderstood, and might be much simplified. Under the head of "Miscellaneous provisions," section 182 should be so extended as to allow of transhipment of marine stores when the co-proprietors of the ships concerned are in part identical, though not entirely so. Under section 183 also, transhipment of provisions and other such stores might, when desired, be allowed without requiring their prior formal warehousing and immediate re-export.

Section 184 should be made to include disputes as to proper rate of value in assessment of goods for which there are fixed tariff rates.

In regard to the last chapter, "Offences and Penalties," revision will doubtless be found necessary. Notably section 216 should provide for the punishment of the *use* of any false document, apart from the making and signing.

These notes attempt to deal with amendments in the present law, which are obviously required.

Further discussion and consideration, by persons representing the different interests affected, would probably show that other matters which have not been noticed call for attention and fresh legislation.

28th February 1876. T. B. LANE.

CUSTOMS No. 3.

SIMLA, 21*st October* 1876.

From the Hon'ble T. C. HOPE, Officiating Secretary to the Government of India, Department of Revenue, Agriculture, and Commerce, to the SECRETARY to the GOVERNMENT of BENGAL.

SIR,—In reply to your letter No. 774, dated 23rd March 1876, I am directed to inform you that, as the Secretary of State for India has intimated that there is now no objection to proceeding with a revision of the Consolidated Customs Act (VI. of 1863), a Consolidated Customs Bill will, in a few days, appear in the *Gazette of India*, which will be introduced into the Council of the Governor-General for making Laws and Regulations, and referred to a Select Committee in the course of next month.

2. As, however, this Bill will be based upon suggestions which are in many cases of old standing, and it is most desirable that the new Act should meet all the reasonable requirements of existing

conditions of trade, I am directed to add that the appointment by His Honour the Lieutenant-Governor of a Committee, as suggested in your letter, appears very desirable, provided their report can be submitted by the first of January next.—I have, &c.,

T. C. HOPE,
Offg. Secretary to the Govt. of India.

(True copy.)
A. B. WILSON, Registrar.
Department of Revenue, Agriculture, and Commerce.

(True Copies).
D. MACKENZIE.
Acting Under Secretary to Government.

No. 217 OF 1876.

CHAMBER OF COMMERCE, *22nd November* 1876.

The CHIEF SECRETARY TO GOVERNMENT, Revenue Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 6392, of the 8th instant, forwarding copies of the correspondence received from the Government of India on the subject of the proposed Consolidated Customs Bill, and inviting the Chamber to nominate two members to sit on the Committee with the officers whom Government may appoint.

I am further directed to inform you that Captain Henry, Superintendent of the Peninsular and Oriental Company, and the Hon'ble Donald Graham, of the firm of Messrs. W. & A. Graham & Co., have been nominated by the Chamber to sit on the Committee to be appointed.—I have, &c.,

J. GORDON, Secretary.

No. 7035 OF 1876.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *30th November* 1876.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter of the 22nd instant, intimating that Captain Henry and the Hon'ble Donald

Graham have been nominated by the Chamber to sit on the Committee to be appointed to consider the proposed Consolidated Customs Bill, I am directed to inform you that Mr. L. Reid, the Commissioner of Customs and Opium, and Mr. C. B. Pritchard, the Collector of Salt Revenue, have been appointed by Government as their members, and that Mr. Reid will be the Chairman of the Committee, and will arrange for the time and place at which the meetings are to be held —I have, &c.,

D. MACKENZIE,
For Chief Secretary to Government.

REPORT OF THE COMMITTEE.

SECTION 3 (E) CUSTOMS PORT.—The definition of a Customs Port seems too wide; as it now stands, it includes all ports at which Customs duties are levied all over the world. We suggest the addition after the word port, of the words "in British India," and of the words "and Foreign Indian Ports admitted to special privileges under Section 11" at the end of the definition.

Compare Sections 11 and 16.

SECTION 3 (i) COASTING VESSEL.—The wording of the definition of a coasting vessel differs from that adopted in Act VI of 1863, but the meaning of the two definitions is identical.

Dutch Ports, Kattywar Ports, Damaun, Habson, Goa.

Owing to the number of foreign ports scattered at intervals along the coast of the Bombay Presidency, it has been found impracticable in Bombay to work the Customs Act according to the strict letter of this definition. Vessels engaged in the coasting trade between Bombay and Calcutta, or Bombay and Kurrachee, touching at intermediate foreign ports en route are strictly speaking coasting vessels during a portion only of each voyage. There are obvious objections to treating the same vessel during one part of a voyage as a coasting vessel, and during another part under the more stringent regulations which apply to foreign traders. (Note, for instance, the provisions of Section 137, which regulate the grant of general passes to coasting steamers.) To obviate this difficulty it has been the practice at the Bombay Custom Houses to treat coasting steamers, although touching at foreign ports on the coast, as "Coasting Vessels," while all country craft making similar voyages have been treated as foreign traders.

It is manifestly desirable that all classes of vessels engaged in the same trade should, as far as practicable, enjoy the same privileges and be subject to the same restrictions. The extension of the privileges of coasting vessels to steamers making voyages as above described, seems to have worked without inconvenience. The recent remissions of export duties make it less necessary now than formerly to watch the destinations of cargo shipped at

British Indian ports, and, as under Section 132, power is reserved to the Government to determine on what conditions goods* may be carried in a coasting vessel, though shipped at a foreign port in India: to be so carried, we think that the privileges of coasting vessels may properly and with safety be extended to all vessels trading between any two ports, whether British or foreign, on the Continent of India.

* The addition which we propose (infra) to make to Section 132 is important in this connection.

Under this view the definition of a coasting vessel will require alteration.

SECTION 3 (j) MASTER.—The word "Master" should also include in the case of steamers and square-rigged vessels, a responsible ship's Agent duly appointed by the Master, and accepted by the Custom House on his behalf. Compare Section 44.

This addition seems necessary in order to meet the altered conditions of the trade, under which the Master is rarely the owner of his vessel, seldom knows what she carries, and often goes away before the goods are actually landed. At present agents frequently do the whole of the work which, under the Act, ought to devolve upon the Master, and this without any legal responsibility attaching to them.

SECTION 6.—At the end of the last clause of this section, the addition of the words "for the purpose of being imported or exported" will make its meaning more plain.

SECTION 11, LINE 9.—After the words "for the purposes" the words "of all or any of" seem to be required in order to enforce the limitations contemplated in the preceding part of the section.

SECTION 19 to 23.—We would include the port of Carwar among the privileged ports.

Sections 19 to 23 might conveniently be grouped with those in Chapter VIII. which also treat of transhipment.

SECTION 21 AND 104.—It has been suggested by the Hon'ble D. Graham and Captain Henry that the transhipment fee should be levied in the form of a measurement rate not exceeding 8 annas a ton of 40 cubic feet or 20 cwt. in assimilation to the scale on which all vessels carry freight. In its present shape the cess presses very unevenly, as much has to be paid on small packages like tea chests, which are carried for a few pence, as on bulky goods like bales of hides, the freight on which may amount to pounds.

But it appears preferable to maintain the principle of levying, the fee per bale or package shipped, as the cess is not in the nature of a duty, but simply a charge intended to cover the cost of establishment necessary to supervise transhipments; and so far as the establishment is concerned, small packages give as much trouble as large.

In framing the rules (under Section 21 and 104) a rough classification might be made to prevent the impost from pressing too heavily in the case of goods of low value and of goods ordinarily packed in small parcels.

SECTION 28.—As this section stands the importer is not required to declare the real value of *ad valorem goods*, but Section 29 appears to imply that he should be required to declare the value of goods

chargeable with duty upon the value thereof, and be bound by such declarations. This provision is a very necessary one, and we think that Section 28 should therefore be made to apply to all goods.

SECTION 29, LINE 24.—For the words "the full value at which such goods were entered to be paid" should be substituted the words "the full amount according to which, if the declaration had been accepted, duty would have been leviable" to be paid, &c.

The words "full value" require definition.

The same words are used in the corresponding sections of Act VI. of 1863, and doubts which it is desirable to clear up have been raised as to their meaning. See the case of Messrs. Macdonald and Co. published at pages 72 and 74 of the Standing Order Book.

SECTION 42.—The arrangement of Section 42 is somewhat involved. We suggest that the section be re-cast so as to include the whole of the provisions of sections 58, 59 and 60 of Act VI. of 1863, some of which appear to have been omitted in the present draft.

SECTION 44.—We suggest the omission of Section 44.

This section imposes a grave responsibility on Custom House officers, in that it makes them the judges of what may be sufficient security for the payment of possible claims by consignees against the carrying vessels for damage or short delivery. Custom House officers do not possess the means of correctly assessing the possible extent of such claims, and an error of judgment on their part in determining the amount of security to be taken might involve them in serious liability. As the provisions of the section are merely permissive, it is not unlikely that Custom House officers will decline to enforce them in the face of such risks.

[Hon'ble D. Graham dissents, see vide separate minute attached to this report—page 279.]

The Custom House is scarcely the place for the decision or discussion of claims which may arise between shipowners and consignees. The settlement of all such questions should, we think, be left to the Law Courts.

Again, consignees may object to having their goods landed by the ship's agents on the score of such agents' charges, or otherwise. As consignees have to pay for the landing of their own goods they may fairly claim to employ whom they may please for the purpose.

The provisions of the last clause of Section 46 and of Section 114 with the additions which we suggest together with the enlargement which we have proposed above in the definition of the word "Master" (Section 3 j) will, we think, be found sufficient to secure to steamers the speedy despatch which it is apparently the object of Section 44 to facilitate.

SECTION 63.—It seems desirable that some penalty should be attached to the disposal and to attempts to dispose without permission of dutiable stores retained on board vessels nominally for the use of their crew.

[Hon'ble D. Graham dissents, see minute—page 279].

It has been found, for instance, that spirits from Goa, manifested for the use of ships' crews, are removed from the vessels that

brought them and sold to other vessels in the harbour. There is no provision in the Act to check this abuse so long as the spirits are not landed. A considerable traffic in contraband spirits is fed from this source.

The provisions of this Section should, we think, be extended to vessels from one foreign port bound to another foreign port putting into a Customs port from stress of weather, or on account of damage to machinery, or of being short of provisions, water, or coal, &c.

SECTION 63, LINES 9, 12, 14, 19.—After the words "Ships' Stores" add the words "Marine Stores."

SECTION 106, LINE 5.—Add after the words "Marine Stores" the words "or Ships' Stores." (Compare Section 120).

SECTION 109, LINE 1.—After the words "no goods" it appears desirable to add "with the exception of passengers' baggage or except upon the written permission of the officer in charge of the Custom House."

SECTION 114 (last clause).—There may sometimes be difficulty in completing the preparation of a correct manifest within three days of the time at which a vessel is ready to sail, and it will occasionally be a convenience to trade if officers in charge of Custom Houses are authorized to extend the three days limit at their discretion. This concession may, we think, safely be granted.

We would also suggest the addition of a clause relaxing in the same direction the existing rules regarding the presentation of manifests of import cargo, and allowing the grant of port clearance to vessels whose import manifests may not have been cleared at the time such vessels may be ready to sail on their master appointing responsible agents under a bond and security for the clearance of the manifests within reasonable periods to be fixed in each case by the officers in charge of the Custom House.

SECTION 120, LINE 1.—After the words "other such Ships' Stores" add the words "and Marine Stores." (Compare Sec. 106.)

CHAPTER X. Section 121.—The provisions of Chapter X. like those of Sections 137 et seq: of the existing Act prescribed the allowance of drawback on goods re-exported by sea to any foreign port or place. The practice in the Bombay Presidency, however, has been to limit the allowance of drawback to goods re-exported to European ports and to ports in foreign European settlements in India, such as Goa, Pondicherry, &c. It has not been customary to allow drawback on re-exports to ports in Cutch, Kattywar, or other Native States. The reason is that while all Foreign European Settlements in India are surrounded by cordons of Customs ports at which duties are levied at tariff rates on all goods crossing their land frontiers, no such establishments are maintained on the land Frontiers of Native States, so that, were drawback allowed on re-exports to Native States, dutiable goods imported at and re-exported from Bombay might pass through them into British Territory without having paid British Customs duty. We are of opinion that the practice of the Bombay Custom House, though opposed to the strict letter of the Law,

[Hon'ble D. Graham dissents, see vide minute—page 279].

is convenient and just in principle, and we suggest that in the new Act provision be made for legalizing it. This may perhaps be most easily effected by reserving to Government the power to declare by notification to what foreign Indian ports, and what foreign Indian ports only, an allowance of drawback shall be made on goods re-exported.

SECTION 121, CONTD.—It has been suggested that the old rate of drawback allowed on re-export be retained, viz., seven-eighths of the duty in place of the reduced rate of three-fourths contemplated in the new draft Bill. Piece goods and twist form the chief staples of re-export under drawback, and the competition of the local mills in Bombay presses heavily on the trade in these articles.

SECTION 125.—We would suggest the remission of Customs duties on wines and mess stores imported from England in favour of the officers in the Bombay Marine, the concession being allowed to the officers of the Royal Navy and likewise to the officers of the late Indian Navy.

The question does not appear to be generally understood, inasmuch as the wines and stores thus imported cannot be considered to be consumed in India.

For instance, the "Quangtung," on receiving her supplies, proceeds to the Aden station, and the Coast of Africa, where the wines and mess stores are consumed.

Then, again, in the case of the "Hugh Rose," she proceeds to the Persian Gulf for a two years' cruise or more, where all the imported stores are consumed.

The same argument which held good for the officers of the Indian Navy should also hold good for those serving afloat belonging to the Marine, and in this view of the case the concession is urged.

SECTION 132, LINE 7.—After the word "goods" in line 7 add the words "or any class of goods."

This addition is desirable as the conditions on which it is advisable to allow different classes of goods to be carried in coasting vessels will vary, *e.g.*, the carriage of salt, opium, spirits, &c., must be regulated by more stringent provisions than will be necessary in the case of free goods.

We think that a section should be added to the chapter on coasting trade compelling shippers and importers to describe and value their goods correctly, and providing penalties for misdescription and wrong valuation. Correct description and valuation are essential for the preparation of trade statistics.

SECTION 140, LINE 1.—It seems advisable to define what is meant by the words "a duly empowered officer of Customs." In place of this phrase we suggest the words "any officer in charge of a "Custom House or any Customs Officer empowered by an officer "in charge of a Customs House or any Customs Preventive Officer."

SECTION 149.—The word "Customs" in line 6 seems to be a misprint for "Free."

As the exportation by sea from one Customs Port to another Customs Port of country spirits manufactured (whether, or not, after the English method) in the Bombay presidency under licenses granted under Act 3 of 1852 and Regulation 21 of 1827 is permitted;

and as different rates of excise on spirits prevail in different parts of the Bombay presidency it seems desirable to re-enact Section 20 of Act 1 of 1852, which was repealed by Section 1. Act 22 of 1859.

The repeal of this provision of the law and its absence in Act VI. of 1863 which took the place of Act 1. of 1852 and 22 of 1859, has nullified the provisions of Section 9 of Act 3 of 1852. and has thereby caused much inconvenience and loss of Abkaree Revenue in Bombay.

CHAPTER XVIII.

OFFENCES AND PENALTIES.

SECTION 168, (a) LINE 2.—After the words Section 38 add the words "or 162."

SECTION 174, LINE 4.—After the words section 39 add the words "or Section 140."

Penalties for contravention of the provisions of Section 140 and 162 do not seem otherwise to have been provided in the Act.

SECTION 212, LINE 3.—After the words "any goods are" enter the words "carried in or."

SECTION 241, LINE 4.—Before the word "Cart" enter the word "Vessel."

In conclusion the Committee would draw attention to the provisions of Section 153 of the British Customs Laws quoted in the margin and to Tariff Act 1876 (39 to 40 Vict. C. 35-36) regarding the importation of foreign manufactures with British marks, and recommend that a similar provision be introduced into the new Act.

Section 153.

If any articles of foreign manufacture and any packages of such articles bearing any names, brands or marks, being or purporting to be, the names, brands, or marks of manufacturers resident in the United Kingdom, shall be imported into any of the British possessions abroad, the same shall be forfeited.

The Committee desire also to note the liberal spirit in which the new Act has been framed in the concessions proposed to be made for the convenience of trade. The re-arrangement and regrouping of the Sections will tend greatly to facilitate its application.

L. REID.
DONALD GRAHAM.
GEORGE F. HENRY.
C. PRITCHARD.

MINUTE BY THE HON'BLE D. GRAHAM.

SECTION 44.—The object of Section 44 is doubtless to facilitate the despatch of steamers, but it is not clear whether the condition attached is for Customs purposes only, or whether it is intended that claims for damage or short delivery on the part of consignees of goods may be recovered through the Customs Department. Insofar as the section affects questions which arise between shipowners and consignees, I quite agree that it is beyond the scope of a Customs Law.

There would also seem to be some doubt as to the nature of the

sufficient security and also as to the liability of the Customs Department in event of the security proving insufficient. As regards the despatch of steamers, it was formerly the practice in Bombay to accept the name of the ship's Agent as consignee for the whole cargo. On this being discontinued the plan was substituted of allowing steamers by special permission to commence discharge immediately on arrival.

This has worked very well, and it is fully provided for in the last clause of Section 46, which has been considerably altered from the corresponding clause in Section 46 of Act VI. of 1863.

As regards claims for damage or short delivery complaints have been made that steamers have been allowed to leave the port without giving time to consignees to take delivery of their goods, but if it is to remedy this that Section 44 is partly intended, the same object would be gained, and perhaps more simply by the addition of a short clause to Section 114, providing that no port clearance should be given until the inward manifest was cleared, or unless its clearance within a specified time was guaranteed by agents duly authorized by the steamer's owners or by the master. It is not unusual to take such guarantees in Bombay though not specially provided for by law.

I am of opinion that Section 44 might be omitted, as the last clause of Section 46 provides all that is necessary.

SECTION 63.—So long as the spirits are *consumed afloat* I do not think there is any objection to the practice alluded to. If the spirits are not landed there is no reason why they should pay duty.

SECTION 121.—The practice of the Bombay Custom House may be most convenient, but I rather doubt the justness of the principle; whether we should or should not have a cordon round Native States is a separate question. Native States such as Kutch no doubt have their own Customs, and thus goods re-exported there without drawback would be practically charged double duty, and this would simply cripple re-export trade.

I quite agree with the last para., thinking that the question should be one of treaty or arrangement with each Native State.

DONALD GRAHAM.

APPENDIX K.

ADJUSTMENT OF CLAIMS PREFERRED AGAINST VESSELS ARRIVING IN BOMBAY, IN RESPECT OF GOODS LOST IN TRANSIT.

No. 17 OF 1877.

BOMBAY, *1st February* 1877.

G. F. RIMINGTON, Esq., Solicitor.

DEAR SIR,—Disputes are of frequent occurrence regarding the settlement of claims for short delivery of goods by steamers and sailing ships.

Some merchants hold that the settlement ought to be at the invoice cost, plus any money actually expended on the goods; whilst others consider that the fair mode of settlement is by allowing the market rate for the goods on the day of the vessel's arrival, thus putting the consignees in the same position as if the articles had arrived.

The question appears to the Committee of the Chamber to have more of a legal character than to come within any mercantile rule, and they direct me to ask you if you will be so good as to favour the Chamber with your opinion upon it.—I have, &c.,

J. GORDON, Secretary.

BOMBAY, *2nd February* 1877.

J. GORDON, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—With reference to your letter of yesterday's date, asking my opinion as to the proper mode of adjustment of claims preferred against vessels arriving in Bombay in respect of goods lost in transit, I am of opinion that the ship-owner is liable to pay to the owner or consignee the value of the goods in Bombay at date of arrival of the vessel.

In "Sedgwick on Damages," page 401, the law on the

subject is laid down thus :—" In regard to carriers it seems to be well settled that the analogy of this rule does not hold good, and that the measure of damages is the value of the goods at the place of destination."

The same principle is enunciated by " Mayne on Damages," page 220.

Both these authorities refer to the well-known cases of Rice *vs.* Baxendale, 30 L. J., N. S., Ex. p. 371; and O'Hanlan *vs.* Great Western Railway Co., 34 L. J., N. S., Q. B., p. 154, which were suits in respect of similar claims.

In the former, Pollock, C. B., said—" The only principle we lay down is that when goods are sent from *A* to *B* and are lost, the party entitled to them is entitled to the value at *B*."

And in the latter, Blackburn, J., in the course of his judgment (concurred in by the other Judges), said—" The natural and fair measure of damages would be the value of the goods at the place at which they ought to have been delivered * * * * * . I cannot doubt that the value of cotton in Liverpool upon an average exceeds the value of cotton in the Southern States of America, together with freight and costs and charges. Importers profit, therefore, does become an element in the market price, and where there is no market reasonable importers' profit must be taken into account."

I am aware that in some cases which have been tried by the Small Causes Court of Bombay, one of the Judges has refused to estimate as damages with reference to goods injured in transit from Calcutta to Bombay, the value of the goods at the port of destination ; but I am not aware upon what he based his judgment, for the above appears to be the settled law on the subject.—I am, &c.,

G. F. RIMINGTON.

APPENDIX L.

CUSTOM HOUSE ORDER DIRECTING THE NON-ACCEPTANCE OF DECLARATIONS FOR PAYMENT OF DUTY BEFORE THE LANDING AND EXAMINATION OF GOODS.

No. 233 of 1876.

Chamber of Commerce, Bombay, *5th December* 1876.

To the Commissioner of Customs, Bombay.

Sir,—I am directed by the Committee of the Chamber of Commerce to bring to your notice a new order No. 1520, dated 23rd November last, issued by the Deputy Commissioner of Customs, and to express their hope that you will, on reconsideration, order it to be cancelled. The object of the order seems to the Committee to be to save the department a little trouble at the expense of hampering and annoying the trade.

Paragraph 1 of this new order is to prevent Duty Bills on goods passed on permanent deposit from being made out until the goods have been duly weighed and examined under the manifest. Under the old system Duty Bills and manifest were made out together, and afterwards, when the goods were weighed and examined, if anything was found wrong, it was at once corrected. The Committee believe that this system has always worked well.

Paragraph 2 is very restrictive. Often, a manifest is made up of two or more items, and, according to the new rule, the Duty Bill cannot be made out, and consequently *none of the goods* can be passed until at least one package representing each item has been landed and weighed and examined. Under the old system, Duty Bills were prepared along with manifests, and goods were passed and duty paid on them without necessarily waiting for the examination of the whole of the items in the manifest.

The Committee desire me respectfully to observe that obstructive alterations in the Customs rules, such as the one

now complained of, are the result of the constant changes of the superior officers, who do not remain sufficiently long in the department to become acquainted with the requirements of the trade of the Port.—I have, &c.,

J. GORDON, Secretary.

No. 1520.

BOMBAY CUSTOM HOUSE, 23*rd November* 1876.

With the approval and sanction of the Commissioner of Customs the Deputy Commissioner directs that the present practice of completing Duty Bills for goods passed on Permanent Deposit before they have been duly weighed and checked, being altogether unauthorized, should be entirely discontinued.

In respect of other goods the present practice of allowing preparation of Duty Bills on declaration, subject to entry for future weighment, should be restricted as far as possible. Any importer wishing to pay duty on declared weight in anticipation of weighment should obtain the Deputy Commissioner's sanction.

A. C. TREVOR.
Acting Deputy Commissioner of Customs.

(True copy.)

———— for Cashier.

No. 296 OF 1877.

BOMBAY CUSTOM HOUSE, 3*rd February* 1877.

From the COMMISSIONER of CUSTOMS, to the SECRETARY to the CHAMBER OF COMMERCE.

SIR,—I have the honour to acknowledge the receipt of your letter No. 233, dated 5th December last, requesting, for reasons stated, the cancelling of the standing order No. 1520, dated 23rd November last, directing the non-acceptance of declarations for the payment of duty before the landing and examination of all goods.

In the matter of goods passed under Permanent Deposits there can be no valid objection to it. Goods are examined and passed as landed without detention under security of the Permanent Deposit. But a practice had crept in of

completing the Duty Bills and sending them out for payment on declared weights before examination, thereby entailing the necessity for subsequent alterations. This practice has now been forbidden, and the Duty Bills will be sent out after the declarations have been duly checked.

The practice of passing goods, not covered by a Permanent Deposit on payment of duty on declarations, is one which tends to encourage laxity of supervision, and on the continuance of which the importers have no legal right to insist. At the same time I fully admit the force of your arguments as to the hardship which a total suppression of it would entail on the trade, and it was in view of the very consideration which you now urge that the practice has been recognised, subject only to such restrictions as will admit of the officer in charge of the Custom House having the power to check its abuse.

If, after a fair trial, the arrangement is found to cause any real and unnecessary inconvenience, I shall be prepared to reconsider it.—I have, &c.,

L. REID,
Commissioner of Customs.

No. 67 OF 1877.

CHAMBER OF COMMERCE, BOMBAY, *17th March* 1877.

To the COMMISSIONER of CUSTOMS, Bombay.

SIR,—With reference to the correspondence which recently passed between the Chamber and yourself on the subject of the standing order No. 1520, dated 23rd November 1876, I am now directed to send to you a copy of a letter which has been addressed to the Chamber by Native Merchants complaining of the hardship and inconvenience to which they have been subjected since the introduction of this new order.

In the concluding paragraph of your letter No. 296, dated 3rd February last, you were so good as to state that if, after a fair trial, the arrangement was found to cause any real and unnecessary inconvenience, you would be prepared to reconsider it; and the Chamber now trusts that you will kindly do so, and that you will cancel the order, the operation of which is so much complained of.—I have, &c.,

J. GORDON, Secretary.

BOMBAY, *6th March* 1877.

To J. GORDON, Esq., Secretary to the Chamber of Commerce, Bombay.

SIR,—We the undersigned merchants of Bombay beg most respectfully to bring to your kind notice our grievances in the matter of paying Customs Import duty on the goods imported by us from foreign ports, to which the Commissioner of Customs does not give heed as to remove the inconveniences and unreasonable losses and troubles we are put to, under the following circumstances :—

The goods imported by us are not landed at once after the arrival of any vessel or steamer into the harbour. They could be landed according to their stowage, that is to say, some to-day, some after four days, and the rest after ten days. The Deputy Commissioner has passed such an order that the duty on our goods should be paid after their full landing or on their different parts of landings. We suffer great inconvenience and loss in doing so, for if the goods have been landed in parts we are very much troubled to prepare Customs manifest for the payment of duty on their different turns of landings, and to insert the accounts of duty and wharfage fee in our books differently by piece meal for each article landed. We are required to mention in our books all the Customs duty, wharfage fee, and the expense together thereon the goods ; and if we do not do so, we would be very much confused, and no clear account could be rendered to our agents ; besides we are sufferers of great loss in money. If the goods were weighed after their full landing, the wharfage fee will be exorbitant, the market will be dull, the expense of keeping guard on the goods that may not have been landed in full quantity will put us to great expense, and the interest on the value of our goods will be heavy, and we would be hard of Cash to meet the demands of our trade ; and thus in every respect we are sufferers of great inconvenience and loss in trade, while there seems no benefit at all to the Customs Department.

We have been informed by our agents at Calcutta that they pay Import duty before the landing of the goods, and clear them from the Custom House as soon as they be landed, and such was the system carried on here for more than many years, but the Deputy Commissioner has now prevented it from doing so, and made us to suffer great many difficulties. Once we had requested you about the matter and you were pleased to send a letter to the Commissioner of Customs in order to remove the unreasonable losses and troubles we are put to, but the matter has been left aside by him, and no more answer received as yet to our petition addressed to him.

We often prepare manifest for different kinds of articles for the payment of duty, and are liable to pay fines for cancelling the items of articles from the manifest, that may not be landed with the other articles mentioned in it, and this is the other loss we often sustain. The Deputy Commissioner gives permission only to pay duty on the goods landed, and such a system, if carried on, will be very troublesome, and hence we solicit your kind attention to the matter as to grant us due redress in consideration of the

present critical time of the trade of Bombay, and hope you will kindly recommend to the Commissioner of Customs to continue the old system* of paying duty on our goods, and for which act of favour we shall feel greatly obliged.—I have, &c.,

હાજી અબ્દુલા નુરમહમદ ની શહ છે.
i. e. HAJEE ABDOOL NOORMAHOMED.
JAIRAZBHOY PEERBHOY.
CURRIMBHOY EBRAIM, and many others.

No. 723 OF 1877.

BOMBAY CUSTOM HOUSE, 27*th March* 1877.

From the COMMISSIONER of CUSTOMS, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to acknowledge receipt of your letter of the 17th instant and the accompanying petition.

2. I do not think that any particular additional light is thrown upon the working of the order of which you complain by such merely general assertions as the petition consists of. If the order works hardly the fact could scarcely fail to be brought to my notice in the course of my official business. So far as the experience of the past few months can be taken as a guide, the cases in which the Deputy Commissioner has been asked to allow payment of duty in anticipation of inspection have been so few, and those in which it has been refused so much fewer that I am rather at a loss to understand what it is that the petitioners complain of.—I have, &c.,

L. REID,
Commissioner of Customs.

No. 78 OF 1877.

CHAMBER OF COMMERCE, BOMBAY, 10th April 1877.

Messrs. HAJEE ABDOOLA NOORMAMED, JAIRAJBHOY PEERBHOY, CURRIMBHOY EBRAHIM and others.

GENTLEMEN,—I am directed to acknowledge the receipt of your letter of the 6th March last, setting forth the hard-

* We used to pay duty by preparing manifests for our goods before their landing, and clear them from the Custom House as they be landed.

ship to which you are subjected by the introduction by the recent order of the Commissioner of Customs that duty on goods should be paid after the goods or parts of them are landed.

The Chamber had previously been in communication with the Commissioner respecting this order, and, as he had promised to reconsider it, if, after a fair trial, the arrangement was found to cause any real and unnecessary inconvenience, a copy of your letter was forwarded to him with a request that he would now cancel the order. From the Commissioner's reply, of which I enclose a copy, the Committee infer that no request to pay duty in advance will, unless for some special reason, be refused, and they recommend you, whenever you wish to pay duty in advance, to apply to do so, and to complain in every case in which your application is refused.—I have, &c.,

J. GORDON, Secretary.

APPENDIX M.

PROPOSED ACT FOR THE PORT OF KURRACHEE.

No. 87 OF 1877.

MARINE DEPARTMENT,

BOMBAY CASTLE, *20th January* 1877.

From the SECRETARY to GOVERNMENT, to the SECRETARY, CHAMBER of COMMERCE.

SIR,—I am directed to forward the accompanying copy of a letter from the Commissioner in Sind, No. 1409, dated 19th October last, and of its enclosures, together with a copy of a Report by the Government Solicitor, No. 1213, dated 30th November 1876, and to request the favor of the opinion of the Chamber of Commerce on the Draft Act and table of wharfage fees for the Port of Kurrachee, submitted by the Commissioner.—I have, &c.,

J. A. M. McDONALD, Colonel,
Secretary to Government.

No. 1409 OF 1876.

MARINE DEPARTMENT,

COMMISSIONER'S OFFICE, KURRACHEE, *19th October* 1876.

From Colonel Sir W. L. MEREWETHER, K.C.S.I., and C.B., Commissioner in Sind, to His Excellency the Hon. Sir PHILIP EDMOND WODEHOUSE, K.C.B. & G.C.S.I., Governor and President in Council, Bombay.

HONORABLE SIR,—I have the honor to submit, for the consideration of your Excellency in Council, a Draft Act for the Port of Kurrachee to authorize the levy of wharfage fees on all goods landed at and shipped from Government wharfs and bunders, and tonnage fees on all vessels using them.

2. The necessity of controlling the traffic on the native Jetty and bunders has long been felt, and the adoption of remedial measures is now pressingly called for. These landing places are greatly encumbered with goods, harbour cargo boats, and native coasting crafts under Government notification, dated 23rd October 1865, published at page 1039, of the Bombay *Government Gazette*, dated 26th October 1865, a scale of wharfage dues leviable on goods imported and exported to and from the native Jetty at Kurrachee has been authorized by Government and is still in force; but this is restricted to the native Jetty and to goods on it, while there are

numbers of fishing boats, harbour cargo boats, coasting craft and passenger and other boats, which use the Jetty and Bunder without paying any wharfage fees whatever. Some of these boats remain anchored at one place for weeks, occupying much space and obstructing the traffic, and no legal measures have been provided for their regulation or control.

3. The appended copy of a Draft Act based on the Repealed Act V. of 1870, has been modified to a certain extent to suit the requirements of the Port. I would observe that the notification of Government of the 23rd October 1865, authorizing the levy of wharfage dues at the native Jetty, has not been enforced under any legal enactment, and though no question of its validity has yet arisen, nevertheless it seems advisable that the dues levied should be legalized, and this can be done in disposing of the draft submitted for the consideration of the Legislature.

4. I also append a draft scale of the wharfage fees to be levied from cargo and other boats which have long enjoyed a complete immunity from payment of fees, while they have had full use of the Jetty and Bunder of the Harbour.

5. One comprehensive scale for goods and boats might be adopted and published under Section 4 of the Draft Act as contemplated by this Section, the fees on goods would be levied by the Customs Department and on boats by the Master Attendant, the realizations from the latter being credited to Port funds.

6. Act XII. of 1875 does not apply to Sind, but if it is extended under Section 5 (a), and the proposed scale of fees imposed under Section 61, it will be for Government to consider whether the special legislation now proposed is necessary.—I have, &c.,

W. L. MEREWETHER, Colonel,
Commissioner in Sind.

An Act for the levy of fees for the use of the Government Bunders, Wharves, Landing places, Piers and Hards at the Port of Kurrachee.

Preamble. Whereas it is expedient to provide for the levy of fees on the use of the Government Bunders, Wharves, Landing places, Piers and Hards in the Port of Kurrachee; It is enacted as follows:—

The Governor in Council to fix. 1. It shall be lawful for the Governor in Council from time to time, by order published in the *Government Gazette*, to fix and determine the limits of any Government Bunder, Wharf, Landing place, Pier or Hard in the Port of Kurrachee, and also to fix and determine the fees to be levied for the landing, shipping, wharfage, cranage, storage, or demurrage of goods, and for permission for vessels or boats to approach or be alongside, and for animals or vehicles carrying goods and merchandise to and from, or entering upon or plying for hire at or on any Government Bunder, Wharf, Landing places, Pier or Hard in the Port of Kurrachee; provided always that it shall be lawful for the Go-

vernor in Council to exempt from the payment of fees under this Act any goods, vessels, boats, vehicles or animals which would otherwise be liable to the payment of fees under the provisions of this Act.

Appointment of Officers.

2. The Governor in Council shall appoint such officers as he may deem proper to levy the fees imposed under this Act, and to perform all other duties in connection therewith imposed under this Act, and the bye-laws made in pursuance of this Act.

Government to make bye-laws.

3. It shall be lawful for the Governor in Council to make bye-laws for regulating the use of the Government Bunders, Wharves, Landing places, Piers and Hards, referred to in this Act, and for the management of the traffic over or on them, and from time to time to add to, alter or revoke such by bye-laws any of them, provided that no bye-laws made shall be inconsistent with any provision of this Act, or of any other law for the time being in force, and that no bye-laws made under this section shall be of any force or effect until the same have been published in the *Government Gazette*.

Fees to be paid on demand; powers of officers to collect fees.

4. The fees leviable under this Act shall be payable on demand, and the officers appointed to levy fees under this Act shall have the same powers for collecting and enforcing payment of the said fees as are exercised by the Collector of Customs of Kurrachee and his subordinate officers in respect of custom duties; and the officers appointed to levy fees under this Act shall have the same privileges and be subject to the same liabilities in respect of any thing done by them in collecting and enforcing payment of fees under this Act, as the Collector of Customs and his subordinates have, or are subject to, under the provision of any Act in force relating to the said Customs.

Table of fees to be printed in the vernacular and hung up at the Bunders.

5. Table of the fees to be levied under this Act shall be printed in the English, Guzerathi, and Sindhi languages, and such table shall be hung up and kept hung up in a conspicuous position at the several Bunders, Wharves, Landing places, and Piers, at which such fees are leviable.

Publication of the accounts of receipts and expenditure money raised under this Act to be applied in payment of salaries, &c.

6. The accounts of the receipts and expenditure under this Act shall be yearly published in the *Government Gazette*, and all moneys raised under the provisions of this Act shall be applied in payment of salaries and expenses connected with the administration of this Act, in payment of interest upon moneys expended or to be expended on the acquisition or construction of wharfage accommodation, and upon the maintenance and improvement of Bunders, Wharves, Landing places, and Piers in the Port of Kurrachee.

W. L. MEREWETHER, Colonel,
Commissioner in Sind.

Wharfage Fees on Cargo and other Harbour Boats.

	Rs.	a.	p.
Boats not exceeding 10 tons, per trip inwards whether laden or otherwise, (one anna),	0	1	0
Do. exceeding 10 tons and not exceeding 20 tons, per trip inwards whether laden or otherwise, (two annas)	0	2	0
Do. exceeding 20 tons and not exceeding 30 tons, per trip inwards whether laden or otherwise, (three annas)	0	3	0
Do. exceeding 30 tons, per trip inwards whether laden or otherwise, (four annas)	0	4	0

In addition to the above.

Boats not exceeding 20 tons, arriving at the Jetty and not clearing off before one clear day, dates of arrival and departure not included, to pay per diem (three annas)	0	3	0
Do. exceeding 20 tons, arriving at the Jetty and not clearing off before two clear days, dates of arrival and departure not included, to pay per diem (six annas)	0	6	0

Wharfage Fees on Coasting Craft.

Coasting vessel, on arrival at the Jetty whether laden or otherwise, per ton (six pies)	0	0	6

In addition to the above.

Coasting vessels not exceeding 20 tons, remaining at the Jetty for more than two clear days, dates of arrival and departure not included, whether engaged in loading or unloading or both, per diem (eight annas)	0	8	0
Coasting vessels exceeding 20 tons and not exceeding 50 tons, remaining at the Jetty for more than four clear days, dates of arrival and departure not included, whether engaged in loading or unloading cargo or both, per diem (twelve annas)	0	12	0
Coasting vessels exceeding 50 tons, remaining at the Jetty for more than six clear days, dates of arrival and departure not included, whether engaged in loading or unloading cargo or both, per diem (one rupee)	1	0	0

W. L. MEREWETHER, Colonel,
Commissioner in Sind.

No. 1213 OF 1876.

MARINE DEPARTMENT,

BOMBAY, 30*th November* 1876.

REPORT.

I am of opinion that Section 61 of Act 12 of 1875, does not include the fees and charges referred to by the Commissioner in Sind in the accompanying papers, and that the extension of Act 12 of 1875 to Sind therefore would not enable Government to effect the object which the Commissioner in Sind has in view.

RISLEY V. HEARN,
Solicitor to Government.

No. 24 OF 1877.

CHAMBER OF COMMERCE, BOMBAY, *13th February* 1877.

The SECRETARY to GOVERNMENT, Marine Dept., Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 87 of the 20th ultimo, with its enclosures, requesting the opinion of the Chamber of Commerce on the Draft Act and table of wharfage fees for the Port of Kurrachee submitted by the Commissioner in Sind.

In reply, the Committee regret that they are not in a position to give an opinion upon the proposed scale of fees, and whether they would affect the trade of Kurrachee, but the fees appear to be high for native craft, particularly in respect of the time allowed before a daily charge is made. The Committee would, however, recommend that the opinions of merchants and others in Kurrachee interested in the trade, should be taken on the proposed Act and on the scale of fees intended to be levied.

The Committee also desire me to say that in their opinion, Hards, and other places where no facilities for landing passengers or goods are given, should be excluded from the operation of the proposed Act, and that no fees should be charged for landing passengers and goods at such places.—I have, *&c.*,

J. GORDON, Secretary.

APPENDIX N.

FEES ON TRANSHIPMENT OF GOODS IN THE HARBOUR OF BOMBAY.

No. 6588 of 1876.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 16*th November* 1876.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter No. 138 of the 26th July last, forwarding for transmission to the Government of India a memorial from the Chamber of Commerce, praying that no fees be levied on the transhipment of goods in the Bombay harbour, I am directed to state that the Government of India regret they cannot comply with the request of the Chamber.—I have, &c.,

D. MACKENZIE,
Acting Under Secretary to Government.

Extract from the Chamber's Address to Lord Lytton on the occasion of his visit to Bombay in December 1876 *and from His Lordship's reply.*

WE also pray that your Lordship will, on re-consideration, be pleased to abolish the fees levied on the transhipment of goods in the harbour of Bombay. These fees are similar in their nature to transit duties on land, and are equally injurious to trade. In our memorial to the Government of India, dated 23rd July last, we had the honour of pointing out that since the levying of the transhipment fee of two annas per package—which yields a revenue of only Rs. 192-7 per month—and in consequence of it, a large portion of its transhipment business had left Bombay, whose geographical position and natural advantages render it the best and most convenient port in the East for the transhipment of goods. The Government of India did not favour the Chamber with any reason for its refusal to comply with our reasonable request. If the Government supposed that because the fee on each package was small and could not therefore injure trade, we beg respectfully to bring to your Lordship's notice two recent instances proving how injurious is its incidence. The S. S. Kashgar arrived from China on the 13th October

with a general cargo consisting of 14,000 packages, of which 7,730 were small boxes of tea, measuring about 1 cubic foot each: all these boxes were transhipped into another steamer bound for England, and on each of them the transhipment fee of 2 annas was paid. The Khiva arrived from China on the 28th November, and out of her cargo of 11,000 packages 3,871 were small boxes of tea of similar dimensions which were in like manner transhipped, and the fee levied upon them. On forty of such boxes, which make a ton of measurement, the fees amounted to Rs. 5, so that the fees levied on the transhipment from the Kashgar were equivalent to an additional freight of 10 shillings per ton, or 14 per cent., and on the transhipment from the Khiva, to the same additional freight. We also pointed out that the fee on the transhipment of opium is Rs. 50 per chest, and that, in order to avoid this fee, all Persian opium goes either via Suez, where no transhipment fee is charged, or direct to China from the Gulf. About 3,000 chests per annum are exported from the Persian Gulf, of which two-thirds go to China, and the remainder to Europe. As the Persian opium merchants have now become accustomed to making their shipments by the Suez route, there is not the slightest chance of their bringing their opium to Bombay so long as any transhipment fee is charged. We respectfully submit that every facility should be given to the transhipment of goods at this port, and that the trade thereof should be fostered and encouraged; and we have the less hesitation in urging this policy upon your Lordship when we remember that the present obstruction to the trade can be removed with no appreciable loss to the imperial revenue.

His Lordship said,—Your representations in favour of the abolition of fees, levied on the transhipment of goods in the harbour of Bombay deserve careful consideration. I cordially recognise the importance of Bombay as an entrepot and the necessity of carefully preserving it from injury in that capacity. Whether levied on opium, or otherwise, these fees are not designed to do more than cover the cost of the establishments which must be kept up to supervise transhipments. I shall be glad to receive from you a more detailed statement on this matter, showing how the present obstruction to the trade can, in your opinion, be removed without appreciable loss to the imperial revenue.

APPENDIX O.

SAMPLES OF TASAR SILK FROM COCOONS INDIGENOUS TO HOSHIARPUR.

No. 3993 of 1876.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 16*th December* 1876.

From F. S. CHAPMAN, Esq., Chief Secretary to the Government of Bombay to the SECRETARY to the CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward herewith copy of a letter from the Officiating Secretary to the Government of India, Department of Revenue, Agriculture, and Commerce, No. 94, dated the 5th instant, with its accompanying fine samples of tasar silk produced from cocoons indigenous to the Hoshiarpur district of the Punjab, and to request that you will be so good as to move the Chamber of Commerce to favour this Government at their early convenience with the opinions asked for by the Government of India, regarding the commercial value of the silks.

2. It is requested that the samples referred to may, subsequent to inspection by the Chamber of Commerce, be sent to the Manager, Bombay Silk Mills, who has this day been written to on the subject of para. 2 of the Government of India's letter under reference.—I have, &c.,

D. MACKENZIE,
For Chief Secretary to Government.

No. 94.
FIBRES AND SILK.

CALCUTTA, 5*th December* 1876.

From the Hon. T. C. HOPE, Officiating Secretary to the Government of India, Department of Revenue, Agriculture and Commerce, to the CHIEF SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—I am directed to forward the samples marginally noted of tasar silk produced from cocoons indigenous to the Hoshiarpur district of the Panjab, and to request that, with the permission of His Excellency the Governor in Council, you will be good enough to obtain from competent persons interested in the silk industry in Bombay and in the Surat and Ahmedabad districts and furnish

1 Silk of single thread.
2 „ „ two threads.
3 „ „ three „
4 „ „ five „
5 carded silk.
„

to the Government of India opinions as to the prices they would be willing to give for raw silks of this quality.

2. I am also to request that the opinion of the Managers of the Silk Mill now at work in Bombay also be invited. It is understood that in this mill raw tasar silk (imported from China by Messrs. Sassoon) is being employed, and doubtless a useful opinion on Indian raw tasar might be obtained from this source.

3. I am to request the return of the samples with your reply. —I have, &c.,

T. C. HOPE,
Offg. Secy. to the Government of India.

(True copy.)
D. MACKENZIE,
Acting Under Secretary to Government.

THE SASSOON SILK MANUFACTURING COMPANY, LIMITED.

BOMBAY, 6th *March* 1877.

J. GORDON, Esq., Secretary, Bombay chamber of Commerce.

DEAR SIR,—Referring to your letter of 23rd ultimo, forwarding five samples of tasar silk and asking an opinion upon the quality and Commercial value of the silk, we beg to state that the silk represented by the four hanks is worth about Rs. 6 per lb; the single is little better, but the extra charges of doubling in the case of the others would bring them to about the same value. In quality the thread is very flat and not strong enough for warp; would do for weft. The carded waste is worth about 12 annas per lb., but it is not suitable for our purpose.

The silk samples we beg herewith to return.—We have, &c.,

DAVID SASSOON AND CO.,
Secretaries and Treasurers.

BOMBAY, 22nd *February* 1877.

J. GORDON Esq., Secretary, Chamber of Commerce, Bombay.

SIR,—I am in receipt of your favor, forwarding to me, by direction of the Committee of the Chamber of Commerce, five samples of tasar silk, for my opinion upon the quality and commercial value of the same. In returning the samples as requested, I beg to state that from my own experience, as well as from enquiries made by me, of several merchants dealing in such produce, I am of opinion, and am informed that the tasar silk single thread about 15 coons is the best, and might fetch about Rs. 8 per pucka sher of 74½ tolas, but as the color of the silk is one, which is not in use here, and as it cannot be made to alter to crimson, or any other fast color, I presume they may not be saleable in this market; they are, however, generally sent to Bengal and from thence shipped to England. As regards the carded tasar it is not at all marketable—the native weavers experience great difficulty in getting threads from it. If the Committee wish I would try to

see if the samples could be colored, for in that case, I would be in a position to furnish the Committee a more reliable information as regards their real value, &c., &c.

I regret to say that, owing to press of business, I could not gather the required information earlier.—I have, &c.,

AHMEDBHOY HABIBBHOY.

No. 68 of 1877.

CHAMBER OF COMMERCE, BOMBAY, 21ST *March* 1877.

To the CHIEF SECRETARY to GOVERNMENT, Bombay.

SIR,—With reference to your letter No. 3993, of the 16th December last, enclosing five samples of tasar silk produced from cocoons indigenous to the Hoshiarpur district of the Panjab, and requesting that Government might be favoured with opinions as to the commercial value of the silk, I have now the honour to forward to you copies of letters from Messrs. David Sassoon and Co., the Secretaries and Treasurers of the Sassoon Silk Manufacturing Company, Limited, and from Mr. Ahmedbhoy Hubibbhoy, to whom the Chamber sent the samples for their opinions. The delay in obtaining the opinions of these experts has prevented the Committee from disposing of this reference sooner.

In accordance with the request contained in para. 2 of your letter, the samples which accompanied it have been forwarded to the Manager of the Bombay Silk Mills.—I have, &c.,

J. GORDON, Secretary.

APPENDIX P.

LEVY AND REFUND OF TOWN DUTIES IN BOMBAY.

No. 7790 of 1876.

BOMBAY, *29th November* 1876.

From the MUNICIPAL COMMISSIONER, to the SECRETARY, CHAMBER OF COMMERCE.

SIR,—In forwarding herewith a copy of the Rules or Bye-laws for the levy and refund of town duties, submitted by Mr. Pedder for the consideration of the Town Council at their meeting held on the 18th instant, I have been asked by the Town Council to request you to be good enough to favour them with any remarks the Chamber of Commerce may have to make thereon.—I have, &c.,

E. W. RAVENSCROFT,
Acting Municipal Commissioner.

No. 1 OF 1877.

CHAMBER OF COMMERCE, BOMBAY, *4th January* 1877.

The MUNICIPAL COMMISSIONER of BOMBAY.

SIR,—In reply to your letter No. 7790 of the 29th ultimo, forwarding a copy of the Rules or Bye-laws for the levy and refund of town duties for any remarks the Chamber of Commerce may have to make thereon, I am directed to enclose a copy of the letter addressed by the Chamber on the 11th October 1875 to the Municipal Commissioner, containing its views on the subject of the levy and refund of these duties, and which, it earnestly trusts, will receive the careful consideration of the Town Council.

In the Rules or Bye-laws forwarded with your letter, those relating to refund on export by sea appear to be the same as the Rules which have practically been in force for some time, and, with the exception of the limitation of time

for the granting of refund to 6 months from the date of the importation of the article, they appear to be reasonable. The Chamber hopes, for the reasons given in the enclosed letter, that no such restriction as the limiting of time for the granting of refunds will be allowed to appear either in the Rules or Bye-laws, or in the new Municipal Bill.

With regard to Rule VI. of Section B, which provides that import parcels, the town duty on which amounts to less than Rupees 10, may be clubbed together for export to form one consignment of one *description* of goods, the Chamber would be glad to be informed what interpretation is intended to be given to the word "description." Would, for instance, a consignment composed of cases of brandy and of different kinds of wine, such as port, sherry, champagne, &c., be a consignment of one description of goods, or would the cases of brandy be taken as a separate consignment and of the different kinds of wines as another, or, again, would the cases of each different description of wine be taken as separate consignments. The Chamber presumes that it is intended that cases of different kinds of wines and of brandy, spirits, &c., may all be clubbed together as a consignment of one description of goods.

Rule VII. of Section B will be a great hardship on importers. Town Duties are, it is understood, to be levied only on articles consumed in the town, and there does not therefore appear to be any good reason why parcels consigned to different places or persons should not be clubbed together to obtain refund, if it is shewn that the town duty on each parcel was duly paid.

The Chamber observes that it is proposed that the minimum amount of town duty on which refund is claimable shall be retained at Rs. 10, notwithstanding Mr. Pedder's recommendation in para. 47 of his letter No. 602, of the 26th January 1875, to the Government of Bombay, that the amount claimable as refund should be reduced to rupees 5. The Chamber submitted that the amount claimable as refund should be reduced to Rs. 4, and I am directed to express the hope that its remarks on this point, in the enclosed letter, will receive the careful consideration of the Town Council.

The Chamber, in conclusion, directs me to say that the limitation of time for the granting of refunds (if any is to be fixed), or the minimum amount of town duty on

which refund is claimable, might with advantage be left to the Town Council to deal with in the Rules which they may from time to time notify, without either provision being incorporated in the Act, for if either restriction became at any time objectionable it could be altered by a notification of that body. Section 120 of the present Municipal Act contains a special provision, with reference to payment of refunds, that the articles be exported within six months from the date of importation, and that no refund be claimable of less amount than ten Rupees; and it is obviously inexpedient that these restrictions should appear in the Act, as, once it becomes law, they cannot, under any circumstances, be altered or relaxed unless the Act is repealed or amended.—I have, &c.,

J. GORDON, Secretary.

No. 216 of 1875.

CHAMBER OF COMMERCE, BOMBAY, 11*th October* 1875.

H. E. JACOMB, Esq., Municipal Commissioner, Bombay.

SIR,—In consequence of representations made to the Chamber of Commerce, the Committee have had under consideration the operation of the Municipal Bye-law published in the *Government Gazette* of the 4th January 1872, by which it is ruled that no refund of town duty shall be made upon goods exported from Bombay on different dates unless the amount of refund claimed or claimable upon each parcel of goods so despatched on different dates amounts to Rs. 10 or upwards.

The duties levied under this Bye-law operate as a heavy transit duty in the case of wine merchants whose exportations are of almost daily occurrence. Unless the town duties paid exceed Rs. 10 on one day's exportation, no claim is admitted, no matter whether the wine exported is of the same description, or of the same parcel, or consigned to the same party.

Under Section 120 of the Municipal Act, power is vested in the Municipal Commissioner to grant refunds under such rules as he shall, with the sanction of the Town Council, from time to time notify, and the Committee can find nothing in the Act which prevents refunds on exportations made on different days from having cumulative effect. On

the contrary it appears to them to be clear that in the construction of Section 120 of the Act, the Legislature contemplated the probability of claims arising for refunds of duty paid on the same or different parcels of goods exported on different days and lumped together, and that all that would be necessary to admit of this being done would be the notification of such a rule by the Municipal Commissioner with the sanction of the Town Council. The existing Bye-law falls with particular hardship in such cases as the one above referred to, and the Committee therefore submit that it should be altered so that refunds amounting in all to Rs. 10 or upwards should be granted on the same or different parcels of goods exported on different days or during any one month, or in such reasonable number of different days as you may deem expedient.

With regard to the restrictions on refunds generally, the Committee would here remind you of the excellent suggestions made by Mr. Pedder in paras. 47 and 48 of his letter to Government, No. 602, dated 26th January last, and they trust that these will be carried out at no distant date.

In view, however, of the approaching revision of the Bombay Municipal Act of 1872, they desire also to take this opportunity of recommending that in the new Act the limit of refund claimable should be reduced from Rs. 10 to Rs. 4. It is seldom that private consumers up-country care to indent upon the Bombay merchant for a large number of cases of wine, spirits, or other goods at one time, and as the same goods are again subject to the municipal duty levied by the town up-country into which they are imported, they have, when refunds are not claimable in Bombay, borne a double town duty, which, as a rule, falls heavily upon a class ill able to bear it. The Committee beg further on this occasion to recommend that the provision in the Act which limits the granting of refunds to articles exported within 6 months from the date of importation should be repealed as being an unnecessary hardship on importers. It frequently happens that merchants are obliged to store imported goods for a much longer period than 6 months before they can find a market for them. Town duties are intended to be levied only on articles consumed in the town, and it is therefore an injustice to merchants that they should be mulcted in what is practically a transit duty when the state of trade does not enable them to export their goods within a given time. There should, the Committee submit,

be no restriction whatever as to the time within which refunds of town duties should be claimable.—I have, &c.,

J. GORDON, Secretary.

No. 1461 of 1877.

MUNICIPAL COMMISSIONER'S OFFICE,

BOMBAY, 10*th March* 1877.

To the SECRETARY, CHAMBER of COMMERCE.

SIR,—With reference to your letter of 4th January last I have the honor to inform you that the Town Council, at a meeting held on 6th instant, after due consideration, decided that the minimum amount on which refund is claimed should, in their opinion, be left at Rupees 10, and that the period of limitation as to export should be retained as provided in Section 120 of the Municipal Act.

With regard to para. 3 of your letter under reply, the Town Council resolved that Rule VI. of the Bye-laws be amended by the insertion of the words "by one importer" in line 2 after the word "export," and a clause added at the end of the rule as follows:—The term "one description of goods" includes wines and spirits.—I have, &c.,

J. H. GRANT,
Acting Municipal Commissioner.

APPENDIX Q.

THE ENGLISH TRADE MARKS REGISTRATION ACTS.

BOMBAY CHAMBER of COMMERCE, *September* 4, 1877.

To the CHIEF SECRETARY to GOVERNMENT, Bombay.

SIR,—The Committee of the Chamber of Commerce direct me to submit, for the consideration of His Excellency the Governor in Council, the expediency of a measure being introduced into India similar to the Trade Marks Registration Act, 1875, 38 and 39 Vict., Chap. 91, and the Trade Marks Registration Amendment Act, 1876, 39 and 40 Vict., Chap. 33, both of which were notified by the Government of India on the 7th February, and published for general information in the Bombay *Government Gazette* of the 24th May 1877.

By the English Acts, the Lord Chancellor is authorised to make general rules as to the registry of Trade Marks and other matters connected therewith. The Rules which have accordingly been made—and which in India might be made by the Local Governments—are published at pages 456 to 470 of the *Government Gazette* above referred to. The Committee desire the favour of His Excellency's particular attention to the Rules 57, 58, 59, 60, 61, and 62, on pages 469 and 470, for the Registration of Trade Marks for cotton goods. Rule 57 provides that there shall be established an office at Manchester for the exhibition of all devices, marks, headings, labels, tickets, letters, words or figures, or combinations of letters, words, or figures, in the cotton trade. If a similiar statute should be introduced into this country, the Chamber begs respectfully to recommend that, whether it be made applicable to all British India or only to the Bombay Presidency, an office should be established at Bombay, the seat of the Indian cotton manufactures, for the exhibition of cotton marks, and that, as in the English Act, the Directors of the Manchester Chamber of Commerce are appointed to form the Committee of Experts, so, in Bombay,

the Committee of Experts might be composed of members of the Chamber of Commerce and of members of the Bombay Millowners' Association.

The increase in the cotton manufactures of Bombay renders it very desirable that a Bill establishing a register of Trade Marks, similar to the English Acts, should be introduced into India.

I am therefore directed respectfully to request that His Excellency will be so good as to take the necessary steps to introduce such a Bill into the Legislative Council, or, if it should be deemed advisable to make the law applicable to the whole of British India, to recommend to the Government of India the introduction of such a measure, on an early day, into the Legislative Council of the Governor-General.—I have, &c.,

J. GORDON, Secretary.

No. 5753 B OF 1877.

JUDICIAL DEPARTMENT,

BOMBAY CASTLE, 15*th September* 1877.

To the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to acknowledge the receipt of your letter dated the 4th instant, regarding the introduction of a Trade Marks Registration Act into India, and in reply to state that, if there is to be any Legislation on this subject, it should, in the opinion of His Excellency in Council, be imperial and not local, and that a copy of your letter under acknowlegment has therefore been forwarded to the Government of India.—I have, &c.,

J. NUGENT,
Under-Secretary to Government.

APPENDIX R.

TOWN AND TRANSIT DUTIES LEVIED BY MUNICIPALITIES IN THE PRESIDENCY OF BOMBAY.

No. 369 OF 1877.

GENERAL DEPARTMENT,
BOMBAY CASTLE, *7th February* 1877.

From the Hon. E. W. RAVENSCROFT, C.S.I., Chief Secretary to the Government of Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter of the 28th June last, relative to the levy of transit duties by the Municipalities of the Bombay Presidency, and in reply to state that the subject of your communication has been fully considered by the Government and the local officers, and that the views enunciated by Government in their letter of the 18th May 1876 are those still maintained by His Excellency the Governor in Council.

2. I am to add that Government are anxious that as few obstacles as possible shall be thrown in the way of *bonâ fide* applicants for refunds.—I have, &c.,

T. D. MACKENZIE,
For Chief Secretary to Government.

Extract from the Chamber's address to Lord Lytton on the occasion of his visit to Bombay in December 1876 *and from His Lordship's reply.*

In the year 1875, the Chamber instituted an inquiry into the nature and extent of the transit and town duties levied by Municipalities in the interior of this Presidency. The results of this inquiry induced the Chamber to urge upon His Excellency the Governor of Bombay in Council the expediency of abolishing, in all Municipalities of the Presidency, all transit duties, and all town duties having the

character of transit duties, and of confining town duties, in accordance with the principles of municipal taxation defined by the Government of India in its Resolution, dated the 14th November 1868, to a few articles of local consumption, such as ghee, firewood, fruit, vegetables, fowls, eggs, and animals for slaughter, which did not enter into the general trade of the country.

The Chamber, in its representation to the Government of Bombay, showed that transit duties in the naked form were levied in Kurrachee, Broach, and Surat; that in nearly every Municipality in the Mofussil the town duties levied were converted into transit duties by the stringent and illiberal nature of the rules under which refunds were granted; and that the duties levied by certain Municipalities on certain articles were very high. In Kurrachee, for instance, the town duty on wheat was 2½ to 3 per cent. and on wool 1 to 1½ per cent. of the value; in Surat, the town duty on yarn was about 3 to 3½ per cent., and on copper 5 per cent.—in either case, about the same as the imperial customs duty; while in Ahmedabad the town duty on yarn was no less than 6½ per cent., or nearly twice the imperial customs duty.

The town duty levied on yarn imported into Ahmedabad is particularly objectionable. It is, we believe, quite understood to be a protective duty in favour of the two mills in that town against other yarn, whether of English or of Indian manufacture, and, constituted as the mofussil Municipalities of this Presidency are, it illustrates the necessity of the strictest vigilance, on the part of the Government, with respect to the rate and incidence of every tax imposed by these Municipalities. The town duty levied on yarn brought into Surat is open to similar objections, and we have mentioned a few instances in which the town duties in other places are much too high. We earnestly hope that your Lordship will order an immediate revision of all the taxes imposed by the Municipalities of this Presidency to be made, abolishing all transit duties, and all town duties having the character of transit duties, or which have a protective effect, and reducing those which are high, or press heavily on any article.

His Lordship replied:—Your views on transit and town duties command, so far at least as general principles are concerned, my entire sympathy. Without giving any opinion in regard to the particular cases to which you have referred,

it cannot be doubted that town duties, improperly levied, may become a sort of municipal blackmail for the purpose of maintaining one's self at the expense of one's neighbours. But for this reason, they may be very popular with those who do not suffer by them. The purposes to which their proceeds are applied must be adequately provided for, if not by these, then by some other means; and local imposts less objectionable would probably be more unpopular. I shall, on communicating with your Governor, make full inquiry into the facts you have laid before me; with a sincere desire to suggest and facilitate the collection of municipal revenues in a manner which shall not injuriously affect the general trade and commerce of the country. But you are aware that interference with municipal taxation requires to be very cautiously attempted.

Letter from the Government of India to subordinate Governments on levy of Octroi Duties by Municipalities.

SIMLA, *September* 1877.

SIR,—I am directed by the Governor-General in Council to call attention to the subject of municipal octroi taxation. The views of the Government of India on this subject have from time to time been plainly declared, and local Governments and Administrations have been requested to take precautions to prevent octroi from degenerating into a transit duty and to restrict it to its legitimate scope as a tax on consumption in the town where it is levied. It was further stated that should local Governments and Administrations be unable to compass this end, or should their instructions to municipalities within their jurisdiction be ineffectual, there would be no alternative but to prohibit the levy of octroi and to leave the local Government to devise some other less objectionable mode of taxation. The Government of India are glad to acknowledge that for some time better arrangements were made and that a general desire was exhibited to comply with the instructions issued; but of late years, owing either to the relaxation of vigilance on the part of local Governments and Administrations or to other causes the Government of India have seen with concern that in isolated places octroi has again exceeded its proper limits and is at the present moment in different parts of the country acting as a tax on through traffic and affecting injuriously the general trade of the country. It seems desirable therefore to bring this subject again into prominent notice.

2. Home Department Resolution Nos. 4440—47, dated 6th November 1868, set forth the principles on which only the levy of octroi was justified. Briefly stated these principles were that town duties on articles of consumption should fall entirely on the population of the town for the benefit of which such taxation was im-

posed, and that a jealous guard should be kept lest octroi should extend to any article belonging to the transit or general trade of the country. It was further stated that the levy of octroi should be confined to as few articles of local consumption as possible, and the articles were specified on which octroi might and might not be levied. The first set of articles was—

(1) articles of food or drink for men or animals,
(2) animals for slaughter,
(3) articles used for fuel, for lighting, or for washing,
(4) articles used in the construction of buildings,
(5) drugs, gums, spices, and perfumes,
(6) tobacoo.

The second set on which the levy of octroi was prohibited was—

(1) articles liable to customs duty and imported into India by sea,
(2) salt,
(3) opium,
(4) fermented or spirituous liquors manufactured in India and drugs liable to excise or abkaree duty.

3. These two sets of articles were expressly so fixed that municipal should not encroach on imperial taxation, and that (in the words of the resolution) important general interests should not be overlooked for the sake of small local improvements.

4. It was further ordered that (a) on the exportation from a town of dubitable goods the octroi levied on them should be refunded; (b) that municipalities should provide bonded warehouses or other appliances for the storage of goods in transit, for the use of which reasonable fees might be levied; (c) that tolls on entering municipal limits should not be levied except for the use of any bridge, quay, wharf, lock or other work constructed or maintained at the cost of the municipality; (d) that goods, the property of Government, should be exempt from municipal taxation.

5. It was admitted that the above restrictions on taxation by municipalities would materially affect their income, and that they might find it impossible or difficult to maintain their existing establishments and especially their town police at a proper strength, and a promise was held out that should this be the case, the Government of India would be prepared to accord some relief by revising the existing adjustment of the shares of those charges between the Government and the municipalities. In 1871 numerous representations were received of the serious curtailment of municipal income caused by the operations of the resolution of 1868, and of the consequent inability of municipalities to maintain existing establishments and continue such services as conservancy, road repair, aids to schools, dispensaries, and the like. Owing, however, to financial pressure in 1871, it was not only impossible for Government to come to the aid of municipalities by making some re-adjustment of charges, but it was found necessary to exercise a constant pressure on municipalities to relieve the imperial revenues from police charges to a larger extent than before. From the representations received it was seen that the loss caused to municipalities by the enforcement of the orders of

1868 had mainly arisen from the exemption from duty of English piece goods, cotton goods of native manufacture, silk and other articles of dress, and metals.

6. It may be noticed that some of these arguments used in view to obtaining permission to again tax some of the exempted articles were that English piece goods and the finer native textile fabrics were really articles of luxury, and that consequently it was better to tax them, and through them the rich, than to increase the octroi rates on food-grains and the like, and so enhance the taxation of the poor.

7. On a consideration of the representations the Governor-General in Council determined that without prejudice to the principles of the resolution of 1868, some relaxation of the orders exempting articles from taxation might be permitted, and he accordingly ordered that the following classes of commodities might be added to the list of dutiable goods :—

(7.)—Piece goods and other textile fabrics and manufactured articles of clothing and dress ;

(8.)—Metals and articles of metal,—provided that the duty on articles falling under these two classes should not exceed one and a half per cent. *ad valorem*.

8. As regards bonded warehouses and refunds, the Government of India had called for reports, from which it appeared that, while in many places bonded warehouses had been constructed, and nearly everywhere rules for draw-backs or refunds had been prescribed, bonded warehouses were little resorted to, and that it was generally impossible to state what refunds had been made. In explanation of this unsatisfactory state of things various reasons were offered. The Government of the North-Western Provinces explained that in the case of some municipalities the arrangements were such that through traffic could without difficulty take a route entirely outside municipal boundaries ; that even when through traffic did pass through municipal limits it could pass without payment of duty in virtue of free passes granted on declaration that the goods were in transit ; that on most of the articles, such as grain, the duty was so slight that on exportation it was not worthwhile to demand a refund. For the unpopularity of bonded warehouses with traders no definite reason was assigned.

9. In explanation of the small refunds in the Punjaub it was urged that it was due partly to ignorance of the rules regarding them, partly to the indifference of traders to take the trouble and delay necessary to obtain a refund and partly to the influence of the contractors who farmed the octroi.

10. The Chief Commissioner of Oudh, while admitting that refunds in the municipalities within his province were very small (as a rule none were made in the city of Lucknow) would not allow that "a transit duty is, therefore, levied to any appreciable extent." It was further said that bonded warehouses were largely resorted to in Oudh.

11. The Chief Commissioner of the Central Provinces reported that in his opinion octroi had not as a rule degenerated into a transit duty, and that the immense grain traffic from Chatisgarh to Nagpore never passed through the municipal towns on the road, but

went outside them. He also stated that rules for refund had been inserted in all municipal rules, and he quoted the rule in force in the Nagpore municipality laying down, among other things, that refunds should only be made when the duty paid exceeded Rs. 10. This limit was undoubtedly too high, and has since been reduced.

12. These reports could hardly be considered satisfactory, but as the subject seemed to be receiving the careful attention of local Governments and administrations the Governor-General in Council (in the orders of 1871 already quoted) directed that no municipality should be allowed to levy octroi on articles of through trade, unless it had been certified to the satisfaction of the local Government that adequate arrangements had been made by means of bonded warehouses or drawbacks or otherwise for exempting from duty articles declared to be in transit through a town, or which the owners had no immediate intention of selling for local consumption. The matter was explained thus—"For example in a town where there is a large through trade in corn and sugar not only would the municipality (under the rules which already exist) be bound to make proper arrangements to prevent the taxation of corn and sugar not intended for consumption within the limits of the town, but it would be prohibited from levying duties on those articles even when they were soley intended for local use, unless the local Government was satisfied that complete arrangements had been made for the protection of the through trade."

13. In the reviews by the Lieutenant-Governor of the North-Western Provinces and of the Punjab of municipal administration during the year 1871-72, there was a concurrence of opinion that bonded warehouses were unpopular owing to the system being against the habits of traders—destroying the secrecy of trade—and leading to general confusion owing to the mass of goods which would necessarily be stored together. It was also admitted that refunds had not worked well. His Honour Sir W. Muir, the Lieutenant-Governor of the North-Western Province, went into the subject at considerable length. After stating that the orders of the Government of India were that there should be bonded warehouses and refunds on all goods exported while the traders themselves desired low rates of duty without bonded warehouses and without refunds, His Honour remarked—

"The difficulty has been met by a compromise; the principle is this: the committees are required to determine a fair rate of duty not exceeding the maximum of 3 or 4 per cent. on consumption for each commodity or class of commodities in which there is a trade. They are next required to estimate how much of the imports is locally consumed. The rate of duty is then reduced in the proportion which the consumption is found to bear to the imports. To take an example. A town imports Rs. 1,50,000 of cloth, consumes two-thirds locally and re-exports one-third; a duty of 1 per cent. instead of 1½ per cent. is levied. The result is the same as if two-thirds of the imports paid the full rate, the duty being refunded on the remaining one-third.

"The equity of this principle obviously depends on two points:—first, the fact that the import and export trade are in the

same hands (else one man's gain would be another's loss); the second, on the accuracy of the estimates of local consumption. As to the first, the system is nowhere allowed except on the express assurance of a general identity of interest between the two trades. As to the second, the importance of obtaining reliable data has been earnestly impressed on all the committees concerned; in fact no committee is allowed to adopt the system until a trustworthy estimate has been framed by them and scrutinized and adopted by Government."

14. After some further remarks explaining how an average consumption was deduced, His Honour decided that a true annual average consumption per head would be for—

Food-Grains	7 maunds.
Sugar	15 to 16 seers.
Ghee.....	3 to 4 ,,

* * * * * *

	Rs. a. p.
Piece-goods, &c.....	4 5 6

In his review of municipal administration in the North-Western Provinces for 1872-73, His Honour the Lieutenant-Governor recurred to this system of compromise thus—

"This method can only be adopted when the local retail trade and the wholesale export trade are in the same hands; and it is not sanctioned unless the Municipal Committee believe that such is the case. Under these circumstances there can be no injury to trade. For the octroi must either be passed on to the customer or be borne by the trader himself as a deduction from the profits of trade. Assuming the former to be the case, so far as it falls as a transit duty it cannot be passed on to the customer in the town where it is ultimately consumed, for the market rate there is dependent on competition from other quarters. It must, therefore, be borne by the customer in the Municipality, *i. e.*, the merchant must recover the whole octroi rate he has paid out of the local retail prices. If that he cannot do, this he must bear it as a deduction from his profits, *i. e.*, as his share in local taxation. If that share is excessive compared with his trade and the facilities received, he will complain or reduce his operations; and thus its effect upon the local trade is the true test by which the system of rateable reduced duties must be tried; and as to this there is every reason to be satisfied with the judgment of the merchants themselves who are altogether in favour of the tax and on whom either as members of committees or through their representatives in the committee devolves the primary responsibility of the tax and its rate of incidence. The Lieutenant-Governor has had many opportunities of meeting the Municipal Committees on his tour and they are not slow in complaining of any grievance they feel. The Government has frequently derived much information and benefit from conferring with them as well as from petitions, and is always ready to inquire into objections and to remove any reasonable ground of complaint. In no case has a tax been continued when it has been shown to be injurious to the trade it affects, and the

general absence of complaints may be taken as a proof that this system of taxation is popular and successful."

15. Sir W. Muir further in remarking on the considerable variations in the estimates of the consumption of sugar somewhat modified his former estimate and fixed the true annual average consumption per head as 5 or 6 seers of refined and 15 seers of raw sugar.

16. The Government of India, though entertaining some doubts regarding the arguments adduced in support of the system established in the North-Western Provinces, attached much weight to the fact that complaints regarding the system was not preferred, and in their resolution No. 21, dated 10th March 1874, observed—

"The levy of octroi continues to receive His Honour's watchful attention, and the present report shows that in the great majority of the towns the tax neither presses very unduly on the through trade nor remains unproductive by reason of smuggling or careless working."

This system was never appoved by Sir J. Strachey who succeeded Sir W. Muir as Lieutenant-Governor, and as since 1872-73 it has not realized the anticipations formed of it, it is expedient to note here the defective nature of the arrangement.

17. Its object was the protection of the through trade, in other words, the relief of goods passing through the town and not consumed therein from the tax levied on goods consumed in the town. The means by which it was sought to effect this was the reduction of the full duty to an extent corresponding with the proportion borne by the home consumption to the total import. It was argued that if the full duty be 1½ per cent., and of the whole import ⅔rds be consumed in the town and ⅓rd exported, the duty will be reduced to 1 per cent. And it was supposed that the operations of the trade would be so conducted that 1½ per cent. would be levied on sales within the town and the exported portion go free. It is obvious that the rate of duty is an arbitrary thing. The "full duty" means simply the maximum duty permitted by Government to be imposed, and it might be 5 or 10 or 15 per cent. If the argument were sound then even if the duty were retained at 1½ per cent., instead of being reduced to 1 per cent., it would still be levied only in the town and the through trade would escape. When therefore the object of the arrangement was the protection of the through trade the system proposed only to protect a trade which needed no protection. What really was protected (granting the argument to be sound) was the home consumption from an excessive rate of duty; for, *ex hypothesi*, the whole duty is thrown upon the home purchaser if he buys any portion of the imports.

18. Further it is said that—

"The octroi must either be passed on the consumer or be borne by the trader himself as a deduction from the profit of trade. Assuming the former to be the case, so far as it falls as a transit duty, it cannot be passed on to the customer in the town where it is ultimately consumed, for the market rate there is dependent on competition from other quarters. It must, therefore, be borne by the consumer in the municipality, *i. e.*, the merchant must

recover the whole octroi rate he has paid out of the local retail prices. If he cannot do this, he must bear it as a deduction from his profits, *i. e.*, as his share in local taxation."

19. It seems to have been overlooked in this argument that, although the importer in a municipality cannot be sure that on any one day the goods which he re-exports to a distant mart will not be undersold by "competition from other quarters," yet if he finds that this goes on he will reduce his operations, and thus contract the supply of commodities in the distant mart, and so diminish competition. If he does this he ultimately succeeds in throwing the duty, where all articles on consumption must in the end fall, on the consumer, *i. e.*, a person living at the distant mart and not profiting by the municipal government of the exporting municipality. In addition to this result the adjustment is also effected at the cost of a falling off in the trade of that particular article. If, however, no falling off in trade is caused and the state of the market in the distant mart, owing to competition among the *buyers*, yields enough to cover the duty, it would seem that the whole duty would ordinarily in this country be thrown upon the consumers, whether they be within or without the municipality.

The real benefit derived from the system introduced in the North-Western Provinces is that the duty is reduced to so small an amount that no one feels it as a burden—the consumers pay it without their knowledge, and hence the sellers do not complain. This is indeed the merit of all indirect taxation when it is not pitched at too high a rate.

20. This system of reduced rates of duty was imitated by the Punjab Government, and though it does not appear that it was introduced into Oudh or the Central Provinces, it has lately come under the notice of the Government of India that a somewhat analogous arrangement exists in one (and perhaps more than one) municipality of the Bombay Presidency which provides that importers of goods desirous of doing so may pay duty on goods imported at half the ordinary rates, provided that no refunds shall under any circumstances be made on account of such goods. And it is admitted that importers do find it to their advantage to adopt this course.

21. In practice it has been found that neither in the North-Western Provinces nor the Punjab has this system worked well, and in despatch No. 27, dated 12th April 1876, in reviewing the Punjab administration report the Right Honourable the Secretary of State remarked—

"Turning lastly to the head of municipal administration I find it necessary to request your Excellency's attention to the practice which is stated to prevail in several municipalities both of the Punjab and the North-Western Provinces of taxing at a reduced rate the whole of such imports into a town as are subject to octroi duties, leaving the incidence of the tax to adjust itself by a natural commercial process. The danger of octroi duties becoming a burden on the transit trade of towns, has already engaged the serious attention of the Government of India, whose views on the subject were clearly expressed in the resolution of 6th November

1868. It is true that the practice above referred to has been instituted with the express object of guarding against this danger, but it is nevertheless *primâ facie* opposed to the principles laid down by the Government, and if it be thought desirable to continue it, the greatest scrutiny and vigilance will be required to prevent its practically defeating the purpose which it is designed to accomplish.

"The system of direct collection which has been introduced in those municipalities where the incidence of taxation exceed 8 annas per head per annum is one well calculated to protect the transit trade. I find that in the Central Provinces this system has been introduced into all municipal towns, and the probable effect of the measure is believed by the Chief Commissioner to be such that 'it cannot be long before municipal taxation comes to rest upon a thoroughly sound foundation.' I would suggest for your consideration whether this principle of collection under direct management might not receive the same extension in other administrations as it has received in the Central Provinces."

22. In a later despatch the Right Honourable the Secretary of State observed regarding municipalities in the North-Western Provinces that, while the average consumption per head in respect of various articles agreed approximately with the "Government standard," the consumption in respect of sugar and cloth was very considerably in excess, and the Secretary of State asked for an explanation of what the "Government standard" was and whether it was proposed to make any alterations in it with respect to these two articles.

Explanations having been called for and received from the North-Western Provinces, the Secretary of State was informed that the "Government standard" was the deduced average consumption per head of population in towns, and that there was no intention of altering the Government standard in regard to sugar and cloth. The Lieutenant-Governor of the North Western Provinces had in his letter said—

"If therefore the amount of any article taxed is in excess of the Government standard, this is equivalent to saying that it is in excess of what the Government believes to be the actual local consumption; in other words, the octroi is becoming a transit duty, and the fact mentioned by the Secretary of State, with reference to sugar and cloth, shows that these are articles in which this is very apt to be the case. I am to add that the whole subject of municipal taxation continues to have the anxious attention of this Government. It is possible that it may be found necessary in the end to exempt sugar and cloth altogether from taxation. Such a change, however, would affect the income of most towns very injuriously and perhaps compel the withdrawal of the octroi in many. At the same time there are no articles which can be more properly taxed if measures can only be devised for limiting the incidence of the duty to the inhabitants of the town in which it is levied."

23. In acknowledging this explanation the Secretary of State remarked that, unless it was possible to devise a scheme such as already suggested by him in his despatch of April 1876, it would be better to strictly limit taxation to articles consumed in the

town and to tax such articles at a sufficiently high rate to produce the income required for local purposes. It was also added that the lowness of the rates levied was no advantage if it benefited the local consumption to the detriment of the external trade. Although successive Lieutenant-Governors of the North-Western Provinces have given this matter of municipal taxation great attention, it does not appear from the municipal administration report for 1875-76 that any advance has been made in restricting taxation to the consumption of commodities in towns, and as regards the two commodities to which special attention was drawn the consumption has been greater and not less, the figures being—

	1874-75.	1875-76.	Government Standard.
Refined sugar	13¾ seers.	13 seers.	5—6 seers.
Unrefined sugar ...	36⅓ ,,	38 ,,	15 ,,
Cloth	Rs. 10-14-1	Rs. 11-2-7	Rs. 4-6.0

Refunds also were less in 1875-76 than in the preceding year, the figures being Rs. 56,004 and Rs. 68,191, and in 1875-76 one municipality alone refunded over Rs. 24,000, leaving only some Rs. 32,000 to be spread over all the other 71 municipal towns.

24. No reports for late years have been received from the Punjab; from reports received from the Chief Commissioner of the Central Provinces it is apparent that the opinion expressed by him in 1870, that octroi was not acting as a transit duty, was either too sanguine, or that circumstances have since occurred to make it operate as a transit duty. The matter has, however, received the Chief Commissioner's attention, and improvement has taken place. The Chief Commissioner has arranged that the minimum limit below which refunds shall not be granted shall be very low indeed, and has also fixed or is fixing a convenient limit of time, and has under consideration the means whereby exported goods on which a refund is claimed may be easily identified. Regarding this matter of identification the Government of India are disposed to think that need for it hardly exists. If a merchant exports goods such as sugar, grain, or cloth which could not have been made or which could not have grown in the town, it is clear that duty must have been paid on their entry: and while it may be a question as to whether the importer or exporter should receive the refund, it is clear enough that the municipality should not retain it.

25. It seems to the Government of India that much of the improvement reported in the Central Provinces may fairly be ascribed to the system of direct collection prevailing there in all municipalities but one, and the Government of India desire that in accordance with the wishes of the Secretary of State this system may be introduced from the 1st day of the ensuing year into all municipalities where octroi is levied. It must not be forgotten that it is to the interest of the farmer of octroi to prevent refunds and throw difficulties in their way; indeed, this was one reason assigned by the Punjab Government for paucity of refunds. Another point is that wherever the system of farming has been permitted it has been found impossible to obtain accurate statistics; and it is only from accurate statistics that the local Governments

and Administrations or the Government of India can discern when octroi is exceeding its proper limits of a tax on town consumption.

26. Such being the orders issued and with such results the Governor General in Council would now request all local Governments and Administrations to take early steps to alter octroi taxation in towns, where such taxation transgresses against the acknowledged principles. Should this measure result in a serious falling off in municipal revenues, it will be for local Governments to decide whether it may not be desirable to combine direct with indirect taxation or to enhance the rates on articles of consumption. In 1870 the reports showed that there was a want of fertility in devising new forms of municipal taxation, and some inclination was evinced to copy the Imperial income tax and introduce it for municipal purposes. Such a tax is, however, not suitable for municipalities. Within the past five years the Government of India have been assured by local Governments and Administrations of the rapid advance of the members of municipal committees in self-government and of the great and growing interest they exhibit in municipal taxation and other matters. It would therefore seem that members of the municipal corporation should best be able to interpret the views of their fellow-citizens, and that they should not find it difficult to devise suitable forms of local self-taxation.

27. The Government of India cannot, however, too emphatically condemn the imposition of taxes on articles which have by the Imperial Government been relieved of burdens, such, for instance, as a high duty on wheat. It was lately brought to notice that at a sea-port town an octroi tax of considerable incidence was levied on this article, and as in this instance the octroi did not fall on consumption alone, the relief accorded by the Imperial Government was materially neutralized by the action of the municipality.

28. It has been noticed that in some instances local Governments have pointed out that the statistics which they submitted might seem to indicate excessive taxation and taxation of through trade in certain municipalities, and it was explained that many municipalities were thriving towns, receiving yearly considerable additions to their population, while the figures of population which were used as a basis for deductions were those of a census taken years before. There may be some amount of truth in this remark, and the Government of India are of opinion that if the municipality of any place have reason to believe that the extent of population recorded at the last census has so increased as to vitiate the tests applied, it is competent for the municipality to take a new census.

SIMLA, *November* 16, 1877.

From ARTHUR HOWELL, Esq., Officiating Secretary to the Government of India, to the SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—I am directed to acknowledge your letter, dated the 11th June last, regarding municipal taxation in mofussil towns of the Bombay Presidency.

2. In December 1876, on the occasion of His Excellency the Viceroy's visit to Bombay, the local Chamber of Commerce pre-

sented him with an address, in which, amongst other things, it was said—

I.—That in 1875 the Chamber had urged on the Bombay Government the expediency of abolishing in all municipalities all transit duties and all town duties having the character of transit duties and of confining town duties in accordince with the principles laid down in the Government of India's Resolution, dated the 6th November 1868, to articles of local consumption which did not enter into the general trade of the country ;

II.—That the Chamber had plainly shown to the Bombay Government that transit duties in their naked form were levied in Kurrachee, Broach, and Surat, and that in nearly every mofussil municipality the town duties were converted into transit duties by the stringent and illiberal rules regarding refunds ;

III.—That the following were instances in point, both as to transit duties and unduly high town duties—

(*a*) in Kurrachee the town duty on wheat was 2½ to 3 per cent., on wool 1 to 1½ ;

(*b*) in Surat the town duty on yarn was about 3 to 3½ per cent., on copper 5 per cent. ;

(c) in Ahmedabad the town duty on yarn was 6½ per cent.

It was further urged that the imperial customs duty on yarn was only about 3 to 3½ per cent., and that the duties on this article levied at Ahmedabad and Surat were really a protective duty in favour of local mills at those places.

3. In reply to this address, His Excellency the Viceroy expressed his sympathy with the representations of the Chamber, and promised to make an inquiry into the matter with a view to suggest and facilitate the collection of municipal revenues in a manner which should not injuriously affect the general trade of the country.

4. The report of the Bombay Chamber of Commerce for 1875-76 shortly afterwards came under the notice of the Government of India, and it was observed that whereas the Government had removed the export duty on wheat, a duty of from 2½ to 3 per cent. was levied as octroi on wheat at Kurrachee.

5. On examining the question, it was seen that the Bombay Chamber of Commerce, in urging that municipal taxation should be levied in accordance with the principles and on articles, declared in the Resolution of 6th November 1868, had seemingly been in ignorance of the subsequent orders of 6th January 1871, which permitted the following classes of commodities to be added to the list of articles subject to the levy of octroi duties :—

(1) Piece goods and other textile fabrics and manufactured articles of clothing and dress ;

(2) Metals and articles of metal ;

Provided always that the duty on them did not exceed 1½ per cent. *ad valorem*.

Though these articles were added to the list of 1868 as dutiable, in all other respects the orders of 1868 were re-affirmed in 1871 ; and it was prescribed that no municipality should be allowed to levy

octroi on articles of through trade unless adequate arrangements had been made by means of bonded warehouses, drawbacks, and the like for exempting from duty articles in transit and for thoroughly protecting the through trade.

6. The Bombay Government were furnished (31st March 1877) with extracts from the address of the Chamber of Commerce, and were asked to cause early inquiry to be made into the facts brought to notice by the Chamber, as also to furnish the Government of India with an opinion upon the results of the inquiry.

7. The Bombay Government submitted a reply, dated 20th April 1877, discussing the general policy which should guide Government in respect to municipal taxation, and the possible illegality of any Government interference therewith; but the information submitted in regard to the incidence and form of the octroi duties actually in force was not sufficiently explicit to enable the Government of India to come to a decision, either on the representations of the Chamber of Commerce or on the points urged by the Bombay Government. Fuller information was therefore called for.

8. From the reply now received the Governor-General in Council is constrained to believe that the complaints of the Bombay Chamber of Commerce were generally well founded, and that municipal taxation in several towns in the Bombay Presidency is not on a sound footing.

9. As regards the duties levied at Kurrachee, Broach, and Surat, it is admitted that in the first-named town "transit duties are to some extent levied," and from the schedule of duties submitted it appears that rules do exist which justify the objections entertained to them by the Chamber of Commerce. There is, first, a rule that no duty shall be levied on goods re-exported within 10 days, provided a satisfactory certificate of re-exportation is produced; another rule provides that ¾ths of the duty paid shall, if demanded, be refunded on all goods re-exported within two years from the date of their importation, provided that such goods are in the original packing or can be identified to the satisfaction of the collecting authorities; a third rule is that importers desirous of doing so may pay duty on goods imported at half rates, provided that no refund shall be made under any circumstances on account of such goods.

10. As regards the levy of transit duties in Kurrachee, the Government of India feel bound to insist that arrangements be made to prevent any duty whatever being levied, under the name of octroi or otherwise, on any portion of the grain or any other article exported; and these arrangements must be made even should they render necessary the abolition of the whole of the octroi duties now levied upon grain.

11. If order, however, to give the Kurrachee municipality and the Bombay Government time to arrange measures to give effect to these orders, the execution of them may be postponed till after the 31st December next.

12. As to Broach, it is alleged that the only tax which can possibly be considered a transit duty is a tax of six annas on cotton

carts, four annas on entry and two annas on exit. This tax should be abolished, for it is virtually a transit tax, and tolls of this kind were distinctly condemned by the Resolution of the 6th November 1868.

13. As regards the duty on yarn at Ahmedabad and Surat, it appears that the rates in the two towns are respectively Rs. 2 and Re. 1 per Indian maund on yarn other than native spun, and Rs. 2-8 and Re. 1 4 on dyed yarn. The rate in Ahmedabad was sanctioned in 1871, and might, it is said, perhaps be reduced to the same scale as in Surat. The Bombay Government is opposed to the entire abolition of the duty, but the Governor-General in Council is of opinion that it should be discontinued altogether in both towns.

14. If under any existing law there is legal difficulty in carrying out the present orders of the Government of India, the necessary steps for amending such law can, it is hoped, be promptly taken by His Excellency the Governor in Council.

APPENDIX S.

DEATH OF CAPTAIN HENRY, CHAIRMAN OF THE CHAMBER.

MEMORIAL TO THE LATE CAPTAIN HENRY.

A SPECIAL GENERAL MEETING of the Bombay Chamber of Commerce was held on Friday the 16th of March 1877. The Hon. Donald Graham presided, and there was an unusually large attendance. Among those present were:—Mr. Nicolson (Edward, Bates and Co.), Mr. Brandenburg (Bell, Brandenburg and Co.), Mr. Moore (Campbell, Mitchell and Co.), Mr. Weber (Finlay, Muir and Co.), Mr. W. Lang (Finlay, Scott and Co.), Mr. C. H. Forbes (Forbes and Co.), Mr. Bythell and Mr. Fiedler (Gaddum and Co.), Mr. Croft (W. and A. Graham and Co.), Mr. Cheetham (Greaves, Cotton and Co.), Mr. Sedgewick (Killick, Nixon and Co.), Mr. Bickerdike (Knoop and Co.), Mr. C. Macdonald (C. Macdonald and Co.), Mr. H. Maxwell (W. Nicol and Co.), Mr. Owen (Owen and Okell), Mr. C. Poole (Peel, Cassels and Co.), Mr. T. F. Punnett (Punnett and Co.), Mr. Fachiri (Ralli Brothers), Mr. Mowat and Mr. Douglas (Ritchie, Steuart and Co.), Mr. E. Sassoon (D. Sassoon and Co.), Mr. Bryce (Wallace and Co.), Mr. Janni (the Austro-Hungarian Lloyd's S. N. Company), Mr. Finlayson (the Chartered Mercantile Bank of India, London, and China), Mr. F. D. Parker (the P. and O. S. N. Company), and Mr. Grondona (the Rubattino S. N. Company).

The notice convening the Meeting was read by the Secretary.

THE CHAIRMAN said—Gentlemen, before proceeding to our ordinary business we have one sad duty to perform, a duty which is sad in the occasion which has called for it, but which is not altogether unmingled with a feeling of pleasure of a certain kind in that, in recording our sense of the high qualifications of our late Chairman, and in expressing our sympathy with his widow in her bereavement, we are offering some slight consolation, if any consolation would be of avail at such a time. Perhaps it may not be of much value

now, but in future years, when time has softened the blow, perhaps a record of his high qualities may prove of some gratification to her, and we may well believe that as his children grow up in years and are able to appreciate it, they will look with pride on the record of the honour in which their father was held by those who knew him best. Gentlemen, the resolution which I have now to propose was passed by the Committee soon after the sad event, and it now only remains for the Chamber to confirm it. It is as follows:—"That the Chamber of Commerce deeply regrets the death of Captain G. F. Henry. As Chairman of the Chamber, to which office he was unanimously elected in October last, he had, by his great experience in commercial affairs, his tact, courtesy, and ability, won the respect of all its members, and they desire to place on record the great loss which the mercantile community has by his melancholy death sustained." I do not think, gentlemen, that by anything I might add I should increase the feelings with which we shall pass this resolution. With us, it is no matter of mere formality. I am sure the large attendance here to-day testifies to the reality of feeling and the sincerity with which we shall pass this resolution. Under any ordinary circumstances, the fact of a man being carried away suddenly and by a violent death would have moved our feelings; but in this case he was as it were one of ourselves, and a representative of us here as a body of mechants. He was a man of great practical experience, and with a large share of sound common-sense, and the broad and liberal view with which he looked at things would have made him a man of prominence in any community of business men; and we sustain no small loss by his having been taken away. It is, therefore, in no ordinary manner that we pay this last tribute to his memory. I beg to propose the resolution I have already read.

MR. HAMILTON MAXWELL—Mr. Chairman and gentlemen, I feel highly honoured by having been requested to second this resolution which has been so very ably and kindly put by your Chairman, the Hon'ble Mr. Graham, and I am very glad of the opportunity of adding my humble meed of praise of the good qualities of Captain Henry and my respect for his memory. From the time Captain Henry became agent of the P. & O. Co. in Bombay, I knew him intimately. I have had many business transactions with him, some of them of a nature which might have been made

of a very unpleasant nature indeed, but I invariably found him kind to a degree ; and I take this opportunity of testifying personally to his great business ability and to his kindness of heart. As a public man he was very much respected. He took a very warm and active interest in all the affairs of the Municipality and in all public affairs going on, and wherever his name was required it was certain to be seen in a prominent place. From the time he joined this Chamber, he took a very active share in all its affairs, and from his great knowledge of shipping and general commerce, he gave most reliable advice, and also listened to it willingly on all occasions when it was required. I am sure you will all agree that the Chamber has sustained a very sad loss, and that his was a place, in the Chamber, as elsewhere, which it will be very difficult to fill. As a friend, we all knew him to be so genial and hospitable that we all must feel his loss. I for one, I am sure, shall never forget his kindness and affability. His courtesy was well known, and in his own particular sphere in the P. and O. Company's office, he was easy of access and was obliging and kind to all. I have applied to Captain Henry many times to help me in assisting poor and distressed Europeans, and wherever he had the power to do so, my call was never in vain. He was ready with his sympathy and with his money ; and many a poor European in Bombay I am afraid will have to mourn Captain Henry as much as we do.

The motion was then put to the vote, and carried unanimously.

MR. MOWAT said—Mr. Chairman and gentlemen, after what has fallen from the Chairman and Mr. Maxwell with regard to the excellent qualities of our late Chairman and the high esteem in which he was held by both the mercantile community and the public generally, I have very little to add. The blow has been a very sad one to us all. At any ordinary time, it would have been so, and it is especially the case now, when there are so many great and important subjects before the Chamber in regard to which by the application of his great ability, his wonderful tact, and his energy, Captain Henry might have been expected to assist so much in bringing about results which would have done credit to the objects we have in view. Well may we ask with the Poet " Why has Worth so short a date ?" Gentlemen, the loss was rendered the more sad from the way in

which it occurred. Our sympathies are deeply enlisted in this matter, and they go to one who was along with him on that fatal Friday, now his widowed wife. My knowledge of Captain Henry was chiefly of a business nature. Lately, as one of the Committee of the Chamber, I have seen a great deal of him, and I can speak to the great ability which he displayed in discussing all commercial subjects that were brought before the Chamber. Indeed, a great many of those subjects which we have now in view, and which I hope we shall bring to a successful issue, are owing in a great measure to him. I shall mention one in particular. That is the question of the transhipping fees. Well did he work for this Chamber, and for the great Company whom he had served so long, and I think it is worthy that the matter should be recorded here. A great and useful trade, one which would be of immense service to Bombay, has been driven away by a petty exaction on the part of Government, which brings in but little to the revenue; and when everything is required to stimulate industry, I think Government cannot too soon act upon the views which Captain Henry and the other members of the Committee have expressed on the subject. I have much pleasure in proposing this resolution. I think you will all heartily join with me in it. It is—"That a copy of the foregoing resolution be sent to Mrs. Henry with the expression of the Chamber's deepest sympathy with her in her sad bereavement."

MR. FINLAYSON—I have been unexpectedly called upon, owing to the illness of Mr. Robertson, to second this resolution. After what has fallen from the previous speakers, I think it is unnecessary for me to say anything to commend it to your attention, and I shall, therefore, simply second it as it has been put.

The resolution was carried unanimously.

DONALD GRAHAM, Chairman.
J. GORDON, Secretary.

APPENDIX T.

EXPEDIENCY OF SUBSTITUTING COCOANUT FOR COLZA OIL FOR LIGHT-HOUSES IN INDIA.

No. 411 of 1877.

MARINE DEPARTMENT,

BOMBAY CASTLE, *24th March* 1877.

From the SECRETARY to GOVERNMENT, to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward the accompanying copy of papers received from the Government of India, and to request that Government may be favoured with the opinion of the Chamber of Commerce on the expediency of substituting cocoanut for colza oil for light-houses in India.—I have, &c.,

J. A. M. MACDONALD, Colonel,
Secretary to Government.

Memorandum from the Under-Secretary to the Government of India, Department of Revenue, Agriculture, and Commerce (Commerce and Trade), No. 96, dated 14th March 1877.

GOVERNMENT OF INDIA, MARINE DEPARTMENT,

FORT WILLIAM, *7th March* 1877.

STORES.—Extract para. 15 of Military letter from the Right Honourable the Secretary of State for India, No. 20, dated the 18th of January 1877.

Para. 15. I forward herewith, for your information, a copy of a report by the Director-General of Stores,* dated 13th December 1876, on the subject of oil for light-houses, and request that you will cause inquiry to be made whether cocoanut oil cannot be obtained locally for the purpose, instead of colza oil purchased in this country.

* With enclosures.

No. 27.

Copy of the above and of the enclosures forwarded to the Department of Revenue, Agriculture, and Commerce for disposal, with reference to this office memorandum No. 102, of the 20th June 1874.

By Order,

W. M. LEES, Lieut.-Colonel,
Deputy Secretary to the Government of India.

Copy of report by the Director-General of Stores, dated 13th December 1876.

With reference to my report of the 22nd September last, upon a letter by the Resident at Aden, No. 2224, dated 17th February last, relative to the quality of the colza oil supplied for light-houses, and with reference more particularly to that part (last paragraph) of my report in which I stated that a sample of oil had been ordered from Messrs. Stevenson in order to guide future supplies, I have to report that Messrs. Stevenson informed me that inasmuch as the best refined colza oil is not always of a uniform standard of purity, the possession of a sample would not serve the purpose for which it is intended, and that samples of supplies of this oil sent to light-houses should always be carefully tested in standard lamps as to their burning and other qualities.

I thereupon wrote to the Secretary to the Trinity House, inquiring whether the supplies of colza oil required for India could be procured through that Corporation.

In reply I received a letter, dated the 23rd November last.

I annex a copy of this letter and its enclosures, and would suggest that it should be transmitted to the Government of India with the inquiry whether cocoanut oil might not be employed instead of colza oil, and if so, whether such supplies as may be required for light-houses could not be procured locally.

Copy of letter from the Secretary to the Trinity House, dated 23rd November 1876.

To the DIRECTOR-GENERAL of STORES, India Office, S. W.

Having laid before the Board your letter of the 7th instant, inquiring whether colza oil could be obtained for the Indian light-houses through the Stores of this Corporation, I am directed to request that you will favour me with particulars of the quantity required to be delivered per annum, the date or dates and place of delivery, the description of cask, &c., required to be used, and any other information that may be of use in considering the question.

I am to add, for your information, that cocoanut oil has been adopted as the illuminant in the Great Basses Light-house, Ceylon, with success, and a copy of the Engineer's report thereon was forwarded for the information of the Secretary of State for India, in the letter from this House, dated 23rd April 1874; a further copy of this report is now appended for your perusal.—I am, &c.,

I. INGLIS.

Copy of letter from Mr. W. Douglass, Little Basses Light-house, No. 111, Galle, dated 22nd January 1874.

To J. N. DOUGLASS, Esq.

SIR,—I beg to acknowledge the receipt of your letter of the 5th December, having reference to the burning of cocoanut oil.

Not having made any experiments on the comparative merits of cocoanut oil and colza oil, I am not able to give you the comparative value of the lights produced by each kind of oil, although judging by the eye only, the former gives a brighter and whiter light than the latter.

My attention had been drawn to the bad state of the wick tubes of our argand lamps before the receipt of your letter, and I had caused several of the iron tubes to be replaced by brass tubes, this was after burning colza oil one year and cocoanut oil one year, by which time the tops of some of the iron tubes between the level of the oil and the bottom of the flame, were reduced to the thickness of thin paper, they were not pitted or oxidised, but had a smooth surface. Other parts of the lamps composed of brass, or having a tinned surface do not appear to deteriorate more with cocoanut oil than colza oil. The brass tubes used to replace the iron tubes after being in use about six months do not show any signs of wear. An argand reading lamp by Evans after three years' constant use with cocoanut oil shows scarcely any signs of wear. I have examined several private lamps, all having brass tubes, each having been in use several years and consuming cocoanut oil during that time, the burners of which were in excellent order.

I find the consumption of cocoanut oil to be a little more than one third in excess of colza oil, or as 502 gallons of the latter to 689 gallons of the former, the consumption of wicks about the same and of cylinders about double the quantity, but the large breakage of cylinders was partly due to a different pattern being used about the time that we commenced to burn cocoanut oil, which did not stand so well as those in use while colza oil was burned. Still I believe the former engenders more heat, and the cylinders used while burning it ought to be larger in diameter than those used for burning the latter.

I have not had an opportunity of testing the four-wick burner. The cocoanut oil burnt in it appears to produce an excellent light, and I have not yet heard of any injury to the burners; the only complaint is the necessity of trimming twice during the night occasionally owing to the tops of the wicks swelling to such an extent as to stop the air passages between them.

This I believe to be owing to some incombustible material in the oil which probably could be removed by gravitation if stored in tanks for a few months, or by filtration.—I remain, &c.,

W. DOUGLASS.

Copy of letter from Mr. J. N. Douglass, Trinity House, dated 21st April 1874.

SIR,—Pursuant to the references of the Board under date 26th September last, I wrote to Mr. W. Douglass, requesting him to furnish the results of his experience in burning cocoanut oil at the Great Basses Light-house. I now beg to submit herewith his report, from which it appears that iron wick tubes as generally adopted in this country with light-house lamps for burning colza oil, are rapidly destroyed when cocoanut oil is being consumed in the lamp; but that brass tubes are found to be only slightly affected and to be

fairly durable when the latter oil is burned. The destruction of the tips of the wick tubes is doubtless owing to the presence of free acids in the oil, and the same effect is found to be produced, although to a less extent, when colza oil is consumed. Brass tubes are found to last longer than iron tubes, but the tips of even the former are in course of time destroyed, and consequently the efficiency of the lamps is considerably impaired.

The system lately adopted in the Trinity House service of providing the burners with removeable tips of gun-metal will add immensely to the durability of the burners as these tips only are destroyed, and by keeping a supply of spare tips at the light-house, defective ones can be replaced at any time by the light-keeper. It is found that these tips should be composed of copper and tin only, any admixture of zinc or lead is destructive.—I am, &c.,

J. N. DOUGLASS.

No. 96.—COMMERCE AND TRADE.

Copy forwarded for an expression of opinion to the Government of Bombay. By Order,

C. J. LYALL,
Under-Secy. to the Govt. of India.

No. 94 OF 1877.

CHAMBER OF COMMERCE, BOMBAY, *9th May* 1877.

D. S. KEMP, Esq., F.C.S.

DEAR SIR,—In May last you were so good as to favour the Chamber with your opinion on the question which had been raised by Her Majesty's Secretary of State as to the expediency of substituting mineral for vegetable oil in light-houses in India. The correspondence which took place on that occasion is recorded in the Annual Report of the Chamber for 1875-76, Appendix Q, pages 205 to 217, where you will find that it was not recommended by Government that mineral oils should be substituted for cocoanut oil.

Another reference has now been made to the Chamber on the subject of oil for light-houses. Government on this occasion requests to be furnished with the opinion of the Chamber on the expediency of substituting cocoanut oil for colza oil for light-houses in India. The Committee desire me to enclose a printed copy of the papers received from Government and to ask the favour of your kindly furnishing them with your opinion on the comparative merits of cocoanut and colza oil.

It will be obliging if you will return the enclosed printed

papers with your reply, as it is the only copy which Government has sent to us.—I remain, &c.,

J. GORDON, Secretary.

BOMBAY, 16*th June* 1877.

J. GORDON, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I have to own receipt of your favour of the 9th ultimo, requesting my opinion as to the probable comparative merits of cocoanut oil and colza oil as illuminating agents in light-houses in India; and enclosing copy of papers received from Government referring thereto.

From the letter of Mr. W. Douglass, of Ceylon, printed in these papers, it appears that, as far as the brightness of the light afforded is concerned, the use of cocoanut oil in the Little Basses Light-house is quite satisfactory. I am only aware of one reference in works of authority as to the illuminating power of this oil (Watts' Technology quoted from Ure), and this refers to that portion only of it which is liquid at low temperatures and is obtained by expression from the solidified butter. This reference places the permanently liquid portion of cocoanut oil as considerably below colza in illuminating power. *Weight for weight* this may be correct for the natural oil also; I have not had any opportunity of ascertaining the point by experiment; but with a consumption of, as Mr. Douglass states, one-third more cocoanut than colza, I see no reason to doubt its illuminating power being quite up to the latter, if not superior.

Cocoanut oil is very complex in composition, and is more prone to rancidity than any other fixed oil; its corrosive effects on the lamp tubes might therefore perhaps be lessened by using it very fresh and of good quality, but there appears to be no way of entirely avoiding that evil except, as Mr. Douglass does, by employing brass or gun-metal tubes.

The only drawback that I am aware of to the general use of cocoanut oil in light-houses is its property of solidifying at about 68° Fahr. It would be necessary to guard against this risk in cold weather by warming the oil. The addition of a small quantity of Cavutchoucine is said to prevent congelation and to improve its illuminating power, but as I do not know to what extent this would increase its cost, I am not prepared to recommend it.

Cocoanut oil possesses much greater fluidity than colza, and

would therefore probably adapt itself more readily to the mechanical arrangements of the lamps. The necessity of frequent trimming mentioned by Mr. Douglass may, as he states, be obviated by the use of a purer quality of oil.

On the whole I know of no valid objection to the substitution of cocoanut for colza oil in the Indian light-houses.—I am, &c.,

D. S. KEMP, F.C.S.

P.S.—I return the Government printed papers herewith.

No. 124 of 1877.

CHAMBER OF COMMERCE, BOMBAY, 25*th June* 1877.

The SECRETARY to GOVERNMENT, Marine Dept., Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 411 of the 24th March last, requesting that Government may be favoured with the opinion of the Chamber of Commerce on the expediency of substituting cocoanut for colza oil for light-houses in India.

In reply I am directed to state that the Committee not being experts on the comparative qualities of these oils, submitted the question for the opinion of Mr. D. S. Kemp, F.C.S., one of the best authorities on such subjects in this part of India.

In forwarding a copy of Mr. Kemp's opinion the Committee desire to add that they see no reason why cocoanut oil should not be used in all light-houses in this country and Aden, care being taken to guard against congelation in cold weather, or when the temperature falls to a point at which the oil is likely to solidify.—I have, &c.,

J. GORDON, Secretary.

No. 1003.

MARINE DPARTMENT,

BOMBAY CASTLE, 13*th August* 1877.

Letter from the Under-Secretary to the Government of India, Department of Revenue, Agriculture, and Commerce, Commerce and Trade, No. 290, *dated* 3*rd August* 1877.

SIR,—With reference to your letter No. 875, dated the 13th July 1877, I am directed to say that the Governor-

General in Council has been pleased to decide that cocoanut oil shall in future be used in all Indian light-houses where vegetable oil is burned, and to request that the necessary orders on the subject may be issued to the officers concerned.

2. I am to invite attention to the letter from Mr. J. N. Douglass, dated the 21st April 1874, forwarded with my endorsement No. 96, dated the 14th March last, regarding the materials of which the burner tubes should be made when cocoanut oil is used. If no gun-metal removeable tips of the kind there mentioned are in store in Bombay, I am to suggest that they should be obtained and brought into use.—I have, &c., C. J. LYALL, Under-Secretary to the Government of India.

RESOLUTION.—To be communicated, for guidance, to all those to whom Government Resolution No. 875, dated 13th ultimo, was addressed.

J. MACDONALD, Colonel,
Secretary to Government.

APPENDIX U.

THE FISHING STAKES OFF THE HARBOUR OF BOMBAY.

No. 10 of 1877.

CHAMBER OF COMMERCE, BOMBAY, *23rd January* 1877.

To the SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—The Committee of the Chamber have had under consideration the serious injury which may be done to steamers and sailing vessels by the present mode of putting down large fishing stakes across the present course to the south (or very nearly so) and removing them yearly to fresh places without giving any notice to the interests involved. Were the fishing stakes always put in the same position a clear course could be shaped, but nothing can be more dangerous to vessels than altering the position of the stakes every year. There are often no lights near the stakes, and any vessel passing through them may easily have her ports carried away, or be subjected to more serious injuries.

The Committee direct me to lay these circumstances before you, and respectfully to recommend that fishing stakes should be prohibited in deep water navigated by ocean-going vessels, or, if that is impossible, that the stakes when pulled up during the south-west monsoon should be replaced in the same positions as previously, failing which proper notice should be given to those concerned, in order that vessels trading with the port might shape their course accordingly, and further that stringent regulations should be enforced as to the stakes being lighted during the night.—I have, &c.,

J. GORDON, Secretary.

No. 161 of 1877.

CHAMBER OF COMMERCE, BOMBAY, *3rd September* 1877.

Captain A. DUNDAS TAYLOR, I. N., Superintendent, Marine Surveys of India, Calcutta.

SIR,—I am directed to enclose, for your information, copy of the correspondence which has passed between the Cham-

ber of Commerce and the Government of Bombay regarding the injury which may be done to steamers and sailing vessels by the present mode of putting down large fishing stakes to the southward of this harbour and removing them yearly to fresh places without giving any notice.

The Committee are about to make a further representation to Government on the subject. They learn that an inspection of these stakes was recently made by your department, and that it was found that many of them had been broken and their broken ends just awash, so that they are most dangerous to vessels passing them. The Committee would be glad if you would kindly inform them if you have made an official report of this inspection to Government, and if so, if you would oblige them with a copy of it. If you have not done so, they desire me to ask you if you would kindly favour the Chamber with a report, so as to assist them in strengthening their case to be again laid before Government.—I have, &c.,

J. GORDON, Secretary.

No. 119 C. AND T.

CALCUTTA, 11*th September* 1877.

From Commander A. DUNDAS TAYLOR, late I. N., Superintendent of Marine Surveys to the Government of India, to J. GORDON, Esq., Secretary to Chamber of Commerce.

SIR,—In reply to your letter of 3rd instant, I beg you will acquaint the Chamber of Commerce that I did make an inspection of the fishing stakes off your harbour in May last, the result of which is recorded in the accompanying extract from the report which went in to the Governments of India and Bombay. In the course of this month I will send you a photozincographed copy of the chart I have constructed.

2. I only remember to have seen one fishing stake broken off at the water's edge, whilst the crews of two boats were occupied in taking up for the monsoon the whole line of stakes to which that one belonged.

3. The season was too far advanced when my inspection took place, and I was not able to lay down the positions of the inshore stakes. But I hope to make further examination soon. Meanwhile the chart and a notice to mariners

(which will together be available very soon to the maritime public at the price of 8 annas) will serve the twofold purpose of guiding ships clear of the stakes and preserving the ancient and important fishing grounds off Bombay. —I have, &c.,

A. D. TAYLOR,
Superintendent of Marine Surveys.

Extract from a Report on some Harbours, &c., of the Bombay Presidency, after an inspection tour in May 1877, *submitted to the Government of India in the Department of Revenue, Agriculture, and Commerce.*

Bombay.

3. On arrival at Bombay I found the Fishing Stake question had been much discussed of late. Statements have been made that ships could scarcely ever find a passage, either inward or outward, which was clear of these impediments to navigation. It seemed also to be a very prevalent idea that the fishermen put down their stakes, now here, now there, without method and at their own caprice, and in depths so great *sometimes* as 15 fathoms.

4. Captain Robinson having kindly placed the Steam Tug *Dagmar* at my disposal for two days under charge of Navigating Lieutenant James, R.N., who commands the turret ships, I went outside the harbour in that vessel, taking with me Mr. Walke, one of the leading pilots, and half a dozen fishermen, who were owners of several batches of stakes. I was enabled to ascertain from them that all the outermost stakes are taken up in May and replaced after the south-west monsoon: a fact which shows that the harbour approaches are clear of such obstructions during the boisterous period of the year.

5. By angles and bearings I was enabled to fix the positions of the lines of all the off-shore stakes, with the exception of the extreme outer line, which is put down in 12 fathoms at low water and consists of a small batch of a dozen stakes; but even this has been approximately laid down by some bearings previously taken and furnished to me by Mr. Walke. The fishermen also notified to me the principles by which their proceedings are guided, and the cross-bearings of shore objects which they adopt in laying down their stakes.

6. It appears from their statement that the mud of the sea bottom off Bombay is not homogeneous, and that different kinds of fish are caught at the several lines of stakes. These lines are, therefore, methodically chosen and preserved, being annually *fixed* by means of the above-mentioned cross-bearings. A common idea prevails among mariners at Bombay, that when a stake breaks off, the fishermen leave the stump in the ground—a danger upon which a small vessel might pitch heavily and suffer serious injury. Such an event has actually happened inside the harbour, whereby a large cargo boat, the *Cotia*, foundered on 17th Febru-

ary of last year (*see* Return of Indian Wrecks and Casualties for 1876, page 5). However, the fishermen explain that it becomes absolutely necessary, for their own interests, that all stumps should be removed, and they accordingly do remove them from the vicinity of their off-shore lines; otherwise their nets would be rent and quite spoilt in the operation of dragging.

7. Since my return to Calcutta, I have noticed an account of a meeting of the Bombay Chamber of Commerce on the 24th July, whereat the Chairman remarked regarding the fishing stakes in the harbour as follows: "The Committee had called the attention of Government to the serious danger to steamers and sailing vessels arising from the present mode of putting down large fishing stakes across the course to the south, and removing them yearly to different positions, without notice to the parties whose interests were involved. Were they always in the same position, a clear course could be shaped; but the present mode of dealing with them was inconvenient and dangerous, especially as there was often no light near them during the night." These remarks state the difficulty very fairly. I hope soon to be able to publish a small sheet indicating the positions of the outer stakes; and the Master Attendant's Department can henceforth see that the lines of stakes are systematically preserved.

8. I shall soon issue a Notice to Mariners with reference to the fishing stakes off this harbour. On this my last visit to Bombay I have been much impressed with the importance of having a more complete chart than we now possess, to show the high land as well as the soundings in the approach to Bombay harbour. So soon as I can arrange to make a closer examination of the soundings and landmarks in the vicinity of Bombay, I shall make application to the Government of India to be allowed to take measures for testing and multiplying the soundings, and thereby producing a more useful chart.

(True Extract.)

A. D. TAYLOR,
Superintendent of Marine Surveys.

APPENDIX V.

THE NEW STEAM BOILER INSPECTION BILL.

No. 2069 of 1877.

General Department,
Bombay Castle, 14*th July* 1877.

From the Hon. E. W. Ravensrcoft, C.S.I., Chief Secretary to the Government of Bombay, to the Secretary to the Chamber of Commerce, Bombay.

Sir,—I am directed by His Excellency the Governor in Council to forward the accompanying copy of a letter from the Bombay Millowners' Association, dated 4th instant, containing proposals for the appointment and pay of the Inspector or Inspectors for the purposes contemplated in the proposed amendment of the Act for the inspection and management of steam-boilers and prime-movers, and to request that you will be good enough to favour Government with the opinion of the Chamber on the suggestions therein contained at as early a date as may be practicable.—I have., &c.,

T. D. MACKENZIE,
For Chief Secretary to Govt.

Bombay Millowners' Association, 4*th July* 1877.

To the Chief Secretary to Government, Bombay.

Sir,—I am directed to acknowledge the receipt of your letter No. 925, of the 23rd March last, stating that Government is prepared to consider the suggestions of the Association, with regard to the appointment and pay of the Inspector or Inspectors for the purposes contemplated in the proposed amendment of the Act for the inspection and management of steam-boilers and prime-movers.

The Association desires to premise that it is most anxious that every reasonable facility should be given to the Inspector to enable him to thoroughly examine all steam-

boilers, for it freely admits that from defects in the construction or condition of boilers, accidents to life or limb are liable to occur; and the suggestions which the Association has now the honour to submit are made simply with the view of securing efficiency and economy, and of removing, to some extent, the grounds of complaint against the vexatious working of the present Act.

These suggestions refer to two points: (1), the nomination and pay of the Inspector, and (2), the composition of the Commissions for hearig appeals preferred by owners.

With regard to the nomination and pay of the Inspector, the Association is prepared to nominate, for approval and appointment by Government, a well qualified Engineer, and to pay him a salary of Rs. 500 per month, providing him also with office accommodation, sepoys, and stationery, and defraying all railway fares. The whole cost of the inspection will thus be defrayed by the Association, who will charge a fee of Rs. 30 per boiler. This proposal, if agreeable to Government, would necessitate an alteration in Sections 9 and 13 of the proposed Boiler Inspection Bill of 1876, which should contain a proviso that the Inspector shall not issue his certificate until the fee of Rs. 30, leviable on each boiler, has been paid.

The fee levied under the existing Act is Rs. 30 per boiler, but in para. 1 of the Statement of Objects and Reasons for the introduction of the proposed new Bill of 1876 it is stated that the fees leviable under Bombay Act V. of 1873 are found not to yield sufficient revenue to enable Government to provide efficiently for giving effect to the requirements of the Act. If the amount of the fees, levied at Rs. 30 per boiler, is insufficient to defray the expense of an efficient system of boiler inspection, the Millowners' Association undertakes to make up the deficiency.

The second suggestion refers to the composition of the Commissions for hearing appeals contemplated under Section 6 of the proposed Bill of 1876. I am directed respectfully to request the attention of His Excellency in Council to the remarks of the Association on this section, in its report on the proposed Bill of 1876, dated 6th May, and to those of the Chamber of Commerce, on the same section, in its Report on the Bill, dated 4th July 1876. The belief universally entertained that no redress would be obtained from a Commission composed entirely of Government

nominees, who would naturally support the Government Inspector, has prevented the users of steam-boilers from opposing the action of the Inspector, and from appealing against the manner in which the great and arbitrary powers vested in him have heretofore been exercised. It will, no doubt, occur to His Excellency the Governor in Council that a Commission so constituted as to inspire the owners of steam-boilers with confidence in the fairness and impartiality of its decisions, would be a strong safeguard against abuses in the administration of the Act, particularly in restraining the Inspector from vexatious interference when danger to the person was not involved. This desirable end can only be attained if the Commissions are of a mixed character, composed partly of members in the service of Government and partly of members independent of Government, and the Association has therefore the honour to suggest that Commissions for hearing appeals should consist of—

A Royal Engineeer,
A Government Mechanical Engineer of good standing,
The Locomotive Superintendent of either of the Railway Companies, and
Two independent Engineers, unconnected with the Government, to be appointed by the Millowners' Association,

with power to each Commission to elect its own Chairman.

With regard to the emoluments of Commissions contemplated under para. (*a.*) of Section 13 of the proposed Bill of 1876, the Association respectfully suggests that these should be fixed at Rs. 15, to be paid to each member for every meeting of the Commission duly convened for the hearing of any appeal, and attended by him. In para. 2 of Section 10 of the proposed Bill, the Commission has power, if it is of opinion that the appeal is unfounded or frivolous, to award any sum not exceeding Rs. 50 as costs to be paid by the owner. Instead of the power of inflicting this penalty, the Association suggests that if the Commission is of opinion that the appeal is unfounded or frivolous, it should have the power to compel the appellant to pay the entire cost of the Commission. And, in like manner, the Commission should have the power of compelling the Inspector to pay the entire cost of the Commission, if it finds that he has refused the certificate on frivolous grounds, or that his action appealed against

was frivolous or ill-founded. The provisions of the English Merchant Shipping Acts, which render the Board of Trade liable to pay compensation if a ship, suspected of being unseaworthy, is unnecessarily detained, should, on the same equitable grounds, be made applicable to this Bill. By Section 10 of the Merchant Shipping Act, 1876, it is enacted that if it appears there was not reasonable and probable cause, by reason of the condition of the ship or the act or default of the owner, for the provisional detention of the ship, the Board of Trade shall be liable to pay to the owner of the ship his costs of and incidental to the detention and survey of the ship, and also compensation for any loss or damage sustained by him by reason of detention or survey.

In conclusion, I am directed to say that the Association desires, as far as practicable, and until the scheme of the Association has been fairly tried, to abstain from any interference with the proposed adminstration of the Act. In Section 5 it is stated that the Inspectors "shall be removable at the pleasure of Government," and the Association hopes that Goverment will also, on its representation, exercise this authority, if it is shown that the Inspector is negligent in the performance of his dudies, or has been guilty of any abuse of his authority, or has performed his duties in a manner unnecessarily harsh or vexatious.—I have, &c.,

H. MAXWELL, Chairman.
J. GORDON, Secretary.

No. 145 of 1877.

Chamber of Commerce, Bombay, 19*th July* 1877.

To the Chief Secretary to Government, General Department, Bombay.

Sir,—I am directed to acknowledge the receipt of your letter No. 2069 of the 14th instant, forwarding copy of a letter from the Bombay Millowners' Association, dated the 4th instant, containing proposals for the appointment and pay of the Inspector or Inspectors for the purposes contemplated in the proposed amendment of the Act for the inspection and management of steam-boilers and prime movers, and to state that the Chamber approves generally of the suggestions therein contained.—I have, &c.,

DONALD GRAHAM, Chairman.
J. GORDON, Secretary.

APPENDIX W.

THE COTTON FRAUDS ACT.

BOMBAY CHAMBER OF COMMERCE, 21*st February* 1877.

To the SECRETARY of the COUNCIL of H. E. the GOVERNOR of BOMBAY for making LAWS and REGULATIONS.

SIR,—I am directed to inform you that on the 13th instant the Chamber applied to the Chief Secretary to be favoured with fifty copies of the "Bill to amend the law for "the prevention of Adulteration of Cotton and for the "prevention of fraudulent practices in the Cotton Trade," in order that the views of the Members of the Chamber might be taken on the various sections of the proposed measure. To this reasonable request, the Chief Secretary forwarded, with his letter No. 1079, of yesterday's date, one copy of the Bill, adding that the additional 49 copies required should be purchased of the Government Central Press. On receiving this communication, the Committee at once applied for the required number of copies of the Bill to the Superintendent of the Government Central Press, but in reply to their application they have been informed that "copies will be printed and ready after three or four days." As the Bill is to be considered in detail, and to be read the second time at the Meeting of the Council to-morrow, the Members of the Chamber have thus been deprived of any opportunity of expressing their opinion upon the provisions of a Bill which, it is well known, is all but universally held to be unnecessary and objectionable.

His Excellency probably felt that the Chamber might be spared the fruitless trouble of offering an opinion upon a Bill, which, although it burdens the cotton trade, in which the Members of the Chamber are principally interested, with a tax, Her Majesty's Secretary of State had ordered to be introduced into the Legislative Council of His Excellency and passed. In consequence of this order, official Members of His Excellency's Council would seem to have no option left to them but to vote for the measure in obedience to superior authority. There is no instance on record of the

exercise of this authority on the part of the Secretary of State in affairs peculiar to a Presidency, nor is there, the Chamber believes, any precedent for it even in the country itself, for the Governor-General has rarely interfered, and then only, in critical times, to take, as occasion required, into his own hands, the direction of matters affecting the general policy of the Empire. The Chamber respctfully submits that by section 41 of the Indian Councils' Act 24 & 25 Vic., cap. 67, the power of H. M. Secretary of State is limited to disallowing any law or regulation made by the Legislative Council, and that the order contained in the Secretary of State's letter of the 27th January, 1876, to the Government of Bombay "to proceed without delay to carry out all requisite amendments" is opposed to the spirit of the Act of the Imperial Parliament, which clearly contemplated that the initiation of local measures should rest solely with the Legislative Council of the Presidency.

The Committee, however, have carefully considered the proposed Bill, and the Statement of Objects and Reasons attached to it, and they direct me to state that the Chamber is opposed to its introduction on the following grounds :—

1. That the cotton trade considers legislation of this description unnecessary, and that it is unjustifiable to burden that trade with the whole or any part of the cost of the establishment maintained for the purposes of an act from which the trade derives no benefit ;
2. That the principle of the Bill is unsound ;
3. That the offences enumerated in it are sufficiently provided for by the general criminal law ; and
4. That no benefit will accrue to the imperial revenue from the Bill now before the Council.

The Chamber, therefore, protests against either the continuance of Act IX. of 1863 on the Statute-Book, or the Bill now before the Council passing into law, and I am directed respectfully to request that His Excellency will do the Chamber the favour to cause its protest to be recorded in the proceedings of the Legislative Council.

The Committee observe that at the last Meeting of the Council it was decided to consider the Bill in detail tomorrow, and as, in the circumstances already mentioned, the passing of it appears to be a foregone conclusion, they desire to avail themselves of this opportunity of submitting

a few suggestions on several of the clauses of the Bill as it now stands.

SECTION 3, *Para* (1).—A "bale" is here made to include a "dokra" or any other package of cotton. Now a bale of cotton for export weighs 392 lbs. and consists of two to three dokras. In order to make the incidence of the tax, leviable under section 20, equal, the paragraph should be altered so as to make quantities of cotton in dokras or other packages weighing 392 lbs. equivalent to a bale.

SECTION 4.—The wording of this section for the appointment of Inspectors is identically the same in the new Bill as in the Act of 1863. In both, the Inspectors, in the City of Bombay, are made subordinate to the Commissioner of Customs. The Chamber believes that the supervision of the Commissioner of Customs would at any time have been sufficient, and that it would not have demanded much of the time or attention of that officer. Hardly, however, had the Act of 1863 been introduced when a highly-paid officer called the Inspector-in-Chief was appointed to be head of the department on a salary of Rs. 1,8·3 per month, which he continues to enjoy, although it would not perhaps be possible to point to a single service which that officer has ever rendered to the trade.

The Chamber here particularly requests the favour of His Excellency's attention to paragraph 5 of Lord Salisbury's letter of the 27th January, 1876, to the Government of Bombay, in which His Lordship desires His Excellency to consider whether the establishment may not be placed on a less expensive footing, in which case some relief might be given to the trade. On this point, the Chamber had the honour of addressing the Government of Bombay, on the 25th October, 1873, and again on the 17th March last, on which occasions it urged that, as there was perfect unanimity of opinion that the Inspector-in-Chief and his staff were useless in the Presidency Town, the office of Inspector-in-Chief should be abolished, and the Bombay staff paid off or trans-

ferred to the cotton-growing districts. The justness of this recommendation has become daily more apparent, from the constantly diminishing quantity of half-pressed or loose bales or dokras of cotton which come to Bombay, and the Chamber trusts that it will be immediately acted upon in view to reducing as much as possible the charge upon the trade.

SECTION 20.—The Chamber trusts that, as those engaged in the cotton trade consider the Act to be unnecessary, and derive no benefit from it, the whole of this section will be omitted. If, however, the Council insists upon its being retained, I am directed respectfully to urge that the eighth word "four' be struck out, and the word "one" substituted, so that the maximum fee leviable under the Act shall be one anna per bale of 392 lbs. With an average crop, about 12,00,000 bales of cotton are annually exported from Bombay, and this quantity at one anna per bale would yield Rs. 75,000, which is ample for the purposes of this Bill.

In para. (*a*) of this section, the weight of the bale should be inserted, in order, as already mentioned, to equalize the incidence of the fee.

To para. (*b*) of this section, the same remark is applicable.

With regard to para. (*b*) of this section, the Chamber, however, desires also to submit that it is in the highest degree objectionable to give to the Government the power of imposing taxes upon bales of cotton "by orders to be from time to time made in this behalf by Government," and that the intentions of Government should be distinctly defined in the Bill itself. The Chamber cannot believe that it is seriously, as is rumoured, the intention of Government to tax, in opposition to their wishes, the cotton used by the cotton spinning mills of the Presidency, the consumers, and that generally of low kinds of cotton, and the only competent judges of the qualities they require.

With regard to the Statement of Objects and Reasons, the Chamber protests against the power proposed to be given

to Government "to expend the revenue that will be realized from that fee and from the other sources recognised by the Bill, on the encouragement and improvement of the cultivation and manufacture of cotton," and I am directed to request that His Excellency will do the Chamber the favour to cause its protest to be recorded in the proceedings of the Legislative Council. It does not appear in what way the manufacture of cotton is to be encouraged and improved, but the Chamber is inclined to think that any interference whatever on the part of Government with the manufactures of the country would, in its results, be nothing short of a public calamity. With regard again to the encouragement and improvement of the cultivation of cotton, the Chamber had hoped that this fallacy had been exploded by the Government of India in their Resolution, dated 11th November, 1874, abolishing the appointment of Commissioner of Cotton and Commerce with the Government of India. In that Resolution the Government of India promulgated :—"It is, no doubt, an object to maintain a high standard in this article of produce (cotton), and to encourage it to acquire a good reputation in the English market, but it is equally an object to secure and maintain a good reputation for many other articles of Indian production, such as tea, tobacco, indigo, jute, and silk. These and other articles have not, however, enjoyed the protection of a Special Commissioner, but are left to private enterprise stimulated by the encouragement of the Local and Supreme Governments. There is no reason why cotton should, now that the trade has found its normal level, continue to be treated exceptionally." This enlightened policy the Chamber commends to the earnest attention of His Excellency's Council, and it trusts that the words "on the encouragement and improvement of the cultivation and manufacture of Cotton," in para 2 of the Statement of Objects and Reasons, will be expunged, and the pernicious doctrine which these words involve finally abandoned as it has been by the Government of India.—I have, &c.,

J. GORDON, Secretary.

No. 1079 of 1877.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 20*th February* 1877.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter dated 13th instant, I am directed to

forward the accompanying printed copy of the "Bill to amend the law for the prevention of adulteration of cotton and for the prevention of fraudulent practices in the Cotton Trade" and to state that the additional 49 copies of the Bill required by the Chamber should be purchased from the Superintendent of the Government Central Press.—I have, &c.,

D. MACKENZIE,
For Chief Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

It having been determined that the existing law for the prevention of adulteration of cotton, and for the suppression of fraudulent practices in the cotton trade is to continue in force for the present, this Bill is introduced with the view of modifying such of its provisions as appear to be unnecessarily stringent, and of rendering it in other respects more efficient.

The Bill also proposes to enable Government (1) to levy the fee, which is at present imposed only on cotton for export, more generally from all the persons who benefit by the operation of the Act; and (2) to expend the revenue that will be realized from that fee and from the other sources recognized by the Bill, on the encouragement and improvement of the cultivation and manufacture of cotton, as well as for the special purposes of the law.

The opportunity has been taken of entirely re-drafting and re-arranging Bombay Act IX. of 1863, which it is therefore proposed to repeal, and several minor amendments have also been made in the substance of that Act.

DRAFT.

A Bill to amend the law for the prevention of adulteration of Cotton and for the suppression of fraudulent practices in the Cotton Trade.

Whereas it is expedient to amend the law for the prevention of adulteration of cotton, and for the suppression of fraudulent practices in the Cotton Trade; It is enacted as follows:—

Preliminary.

Short Title. 1. This Act may be cited as "The Bombay Cotton Frauds Act, 1877."

Extent. It extends to the whole of the Presidency of Bombay except Aden.

Repeal of Bombay Act IX. of 1863. 2. Bombay Act IX. of 1863 is hereby repealed.

All appointments made, orders issued, notifications published, and rules prescribed under the said Act, and now in force, shall, so far as they are consistent with this Act, be deemed to have been respectively made, issued, published, and prescribed here-under.

And all proceedings which have been commenced under the said

Act shall be deemed to have been commenced under this Act and shall hereafter be conducted in accordance with the provisions of this Act, provided that no person shall be liable for any offence committed before the passing of this Act to a higher penalty than he would have been liable to if this Act had never been passed.

Interpretation Section.

3. In this Act, unless there be something repugnant in the subject or context,

"Bale."

(1) "Bale" includes a "dokra" or any other package of cotton ;

"Gin."

(2) "Gin" includes a "churkha," or any other machine used for the purpose of cleaning cotton ;

"Press."

(3) "Press" includes every kind of machinery used for the purpose of compressing cotton ;

"Foreign export."

(4). "Foreign export" means export out of British India ;

"British India."

(5) "British India" means the territories for the time being vested in Her Majesty by the Statute 21 and 22 Vic. Cap. 106 (*An Act for the better Government of India*) other than the Settlement of Prince of Wales' Island, Singapore, and Malacca ;

"Imprisonment."

(6) "Imprisonment" means imprisonment of either description within the meaning of the Indian Penal Code.

"Fraudulently."

(7) "Fraudulently" means with intent to defraud, or with intent to enable some other person to defraud, or with intent that any other person may be enabled to defraud.

Appointment and Duties of Officers.

Inspectors of Cotton.

4. The Governor in Council may appoint such and so many officers to be styled "Inspectors of Cotton," as shall from time to time appear expedient ;

the said Inspectors shall be subordinate, in the city of Bombay, to the Commissioner of Customs, and in all other parts of the Presidency to the Collector of the district in which they hold their appointments, or in which they are at the time employed, and shall be liable to suspension or dismissal by order of the Governor in Council for neglect, or misconduct, in the discharge of their duties.

Duties of Inspectors.

5. It shall be the duty of the Inspectors of Cotton to suppress the use of presses which have not been licensed under this Act, and to examine cotton offered for compression, or exposed or intended for sale.

In the execution of the said duty it shall be lawful for an Inspector of Cotton at all times to enter any building, or enclosure, within which he has reason to believe that any gin or press is at work, or is prepared for work.

Power to enter buildings or enclosures.

Power to seize cotton.

6. It shall be lawful for an Inspector of Cotton to seize and detain any cotton in respect of which an offence shall appear to him to have been

committed under this Act, and to give the same into the custody of any police officer;

Police Officers bound to assist.

every police officer shall be bound to assist an Inspector of Cotton in seizing and detaining such cotton and in bringing offenders against this Act to justice;

Proviso.

but it shall not be competent to any Inspector of Cotton, unless under a Magistrate's search-warrant, to open any bale which has been finally pressed for foreign export.

Subordinates and their powers.

7. Every Inspector of Cotton shall have such number of subordinates as the Governor in Council from time to time directs, and it shall be lawful for such subordinates to exercise such of the powers conferred by this Act on an Inspector as the Inspector to whom they are subordinate may from time to time depute them to exercise.

Press Licenses.

Presses not to be used without licenses.

8. No press shall be used for the purpose of compressing cotton without a license obtained in the manner hereinafter prescribed.

Grant of licenses.

9. Every application for a license for working a press shall be made to the Collector of the district within which such press is to be worked, or to such other officer as the Governor in Council directs, and shall be accompanied by a written statement of the power which it is intended to employ in working the said press.

The Collector or other officer may, if he is satisfied that the applicant is in possession of the press for which the license is applied for, grant him a license; the license so granted shall expire on the 1st day of January of the next ensuing year, but subject to such rules as may from time to time be prescribed by the Governor in Council in this behalf, shall be renewable from year to year on the first day of January; and upon the removal to another locality of a press included in any license, or renewed license, so granted, or upon change of the power employed for working the same, it shall be necessary for the licensee to apply to the Collector, or other officer, for a new license.

The Collector or other officer may, for reasons which he shall give to the applicant in writing under his signature, refuse to grant or to renew any such license.

License what to contain.

10. Every such license may be for one or more presses and shall specify:

(*a*) the number of presses for which it is granted,
(*b*) the locality in which the said presses are situated,
(*c*) the power to be employed for working the said presses;

License Fee.

and for every such license a fee shall be levied at the rate set forth in the schedule to this Act annexed.

Press-marks.

11. It shall be incumbent on every applicant for any such license to lodge with the Collector, or other officer aforesaid, a pattern on cloth, parch-

ment, or paper of the press-mark which it is intended to use at the press for which a license is applied for.

Every press-mark shall consist of some distinctive mark, not less than one foot square in size, or of the applicant's name, or of the name of his firm or company, in letters not less than one inch and a half long, which letters, for any press in the city of Bombay, must be in the English language.

Every press-license granted under this Act shall be deemed to be also a license for the use, at the press for which it is granted, of the press-mark of which a pattern has been lodged under this section with the Collector, or other officer; and the licensee shall be bound to mark the wrapper underlying the fastenings or bands of every bale compressed by the said press, or cause the same to be marked, with the said press-mark.

License may be cancelled or suspended.

12. Any Magistrate or Court before whom, or which, a licensee is convicted of an offence under Section sixteen of this Act, or before whom a licensee, or any servant or agent of a licensee, is convicted of offering obstruction to an Inspector of Cotton, or to any of his subordinates, in the execution of their duty, may cancel such licensee's license or direct that it be suspended for such period as he deems fit.

Offences and Prosecutions.

13. Any person:

Penalty for adulterating or deteriorating cotton;

(*a*) who fraudulently, or dishonestly, adulterates or deteriorates cotton by mixing therewith seed, dirt, stones or other foreign matter, or

and for mixing;

(*b*) who fraudulently, or dishonestly, mixes cleaned and uncleaned cotton (commonly called cuppas), or cotton of different varieties, or qualities, in one bale, or

and for increasing the weight;

(*c*) who fraudulently, or dishonestly, increases or attempts to increase the weight of cotton by exposing it to dew, or by any other means, or

and for selling or compressing cotton so adulterated, &c.

(*d*) who with fraudulent intent sells, or offers for sale, or compression, or compresses, any cotton which he knows, or has reason to believe, to have been so adulterated, deteriorated, mixed or increased in weight,

shall be punished with imprisonment for a term which may extend to one year, or with fine, or with both; and all cotton in respect of which any such offence has been committed may, if the Magistrate or Court before whom, or which, such offence is proved, so directs, be confiscated.

Penalty for using a press without a license,

14. Whoever uses, or attempts to use, any press for the compression of cotton, or causes, or permits the same to be used, without previously obtaining a license, or a renewed, or new license, in accordance with the provisions of this Act, or after any such license has been refused, or cancelled, or during the period

for which the same is suspended, shall be punished with fine which may extend to one thousand rupees.

Penalty for counterfeiting press-mark, and for using unlicensed press-mark.

15. Any person who knowingly counterfeits any press mark which any other person has been licensed under this Act to use, or

who marks any bale, or causes, or permits the same to be marked, with a press-mark which he is not licensed to use,

shall be punished with imprisonment for a term which may extend to two years, or with fine, or with both.

Penalty for neglect to mark bale with press mark.

16. Any licensee who neglects to mark any bale compressed at his press with the press-mark which he is licensed to use, or to cause the same to be so marked, shall be punished for every such neglect with fine which may extend to one hundred Rupees.

Cognizance of offences.

17. All offences under this Act shall be cognizable subject to the provisions of any law for the time being in force for the trial of offences, by a Magistrate of Police, in the City of Bombay, and elsewhere by any Criminal Court exercising powers not inferior to those of a Second Class Magistrate, provided always that no person shall be proceeded against on account of any such offence except by summons on information laid by an Inspector of Cotton or some other person.

Proof of fraudulent intention.

18. It shall not be necessary in any proceeding for any offence under this Act to prove an intent to defraud any particular person.

Recovery of fines.

19. The provisions of Sections sixty-four to seventy, both inclusive, of the Indian Penal Code, shall apply to all fines imposed under this Act; and all such fines shall be recoverable in the City of Bombay in the manner prescribed by Act XIII. of 1856 (for regulating the Police of the towns of Calcutta, Madras, and Bombay) and Act XLVIII. of 1860 (to amend Act XIII. of 1856) or any other Act for the time being in force regulating the Police of the City of Bombay.

Miscellaneous.

Fees leviable on certain cotton.

20. A fee at such rate, not exceeding four annas, as the Government may from time to time direct by notification in the *Bombay Government Gazette* shall be levied:

(*a*) upon every bale of cotton exported from any part of the Presidency of Bombay to any port or place other than a port or place in British India;

(*b*) upon every other such bale of cotton as may be indicated by orders to be from time to time made in this behalf by Government.

Cotton Improvement Fund.

21. All fees so levied, and all license-fees and fines recovered, and the proceeds of all cotton confiscated, under this Act, shall be credited to a fund to be called "The Cotton Improvement Fund," which shall be appropriated, under the orders of Government, to carrying out the objects of this Act, and for the purpose of

promoting and improving the cultivation and manufacture of cotton.

Saving of civil remedies.

22. Nothing in this Act shall affect the civil rights of any person defrauded or otherwise injured by any offender against this Act; every such person shall have the same right of action as if this Act had not been passed.

Schedule (*see Section* 10).

Table of Fees leviable for Press-Licenses.

For every press for which the license is granted which is to be worked by manual labour alone...	Rs.	1	0	0
Do. do. by animal or manual labour alone...	,,	2	0	0
Do. do. by steam or other power.....	,,	5	0	0

PUBLIC MEETING.

BOMBAY, 21*st March*, 1877.

AT the Public Meeting to be held in the rooms of the Chamber of Commerce on Friday next, the 23rd instant, at 3 o'clock p. m., to discuss the new Bombay Cotton Frauds Act 1877, the following Resolutions will be submitted :—

1. That this meeting protests against either the continuance of the Bombay Cotton Frauds Act No. IX. of 1863 on the Statute-Book, or the new Bombay Cotton Frauds Bill 1877, which passed the Legislative Council on the 3rd March 1877, becoming law, for the following reasons :—

That the cotton trade of Western India considers that special legislation is useless and unnecessary, the general criminal law already providing sufficient remedies, and there is therefore an injustice in burdening the trade with any part of the cost of the establishment maintained for the purposes of the Act.

That special legislation is indefensible as contrary to the principle that the State shall not interfere to protect experts.

That the working of the existing law has been harsh and vexatious, and that the new Bill contains provisions which will be found equally inoperative, but capable of still greater oppression, and

That if special legislation is persisted in on the ground that it is necessary for the protection of national interests, the expences of working it should be borne by the State.

2. That, in particular, apart from the unnecessary provisions and the objectionable principles of this special legislation, the new offences created, and the arbitrary powers of confiscation given, under the Bombay Cotton Frauds Bill, 1877, are certain to lead to extreme hardship, and this meeting therefore protests against Sections 6 and 14 of the Bill which empower the Magistrate or Court to confiscate and destroy any adulterated cotton, wherever it may be found; and it further protests against Section 22 of the Bill which

authorises the proceeds of special taxation upon a particular, and already over-burdened, trade, to be applied to the purpose of promoting and improving the cultivation and manufacture of cotton.

3. That the Committee of the Chamber of Commerce be requested, on behalf of this Meeting, to submit the foregoing Resolutions to HisExcellency the Viceroy, and to Her Majesty's Secretary of State for India, with Memorials praying that they will, in exercise of their respective powers, veto and disallow the Bombay Cotton Frauds Bill 1877, and that a Petition be presented to the House of Commons, and entrusted to the care of Mr. Fawcett, the distinguished member for Hackney, praying for redress of the grievances to which the cotton trade of Western India is, by useless and unnecessary special legislation, subjected. By order of the Committee of the Chamber of Commerce,

J. GORDON, *Secretary.*

PROCEEDINGS OF THE PUBLIC MEETING OF THE MERCHANTS OF BOMBAY TO PROTEST AGAINST THE NEW COTTON FRAUDS BILL, HELD ON THE 23RD MARCH 1877.

On Friday afternoon (23rd March) a Public Meeting of Bombay Merchants was held, at the Chamber of Commerce, to protest against the New Cotton Frauds Prevention Bill which was recently passed through the Bombay Legislative Council being allowed to become law. The Honourable Donald Graham presided, and there was a large attendance, including Mr. Dickson (Messrs. Ed. Bates & Co.), Mr. Brandenburg (Messrs. Bell, Brandenburg & Co.), Mr. T. Moore (Messrs. Campbell, Mitchell & Co.), Mr. Sigg (Messrs. H. Clason & Co.), Mr. Oldfield (Messrs. Ewart, Latham & Co.), Mr. Symonds (Messrs. Finlay, Muir & Co.), Mr. W. Lang (Messrs. Finlay, Scott & Co.), Mr. Forbes and Mr. Munro (Messrs. Forbes & Co.), Mr. Sorabjee (Messrs. Framjee, Sands & Co.), Mr. Fiedler and Mr. Bythell (Messrs. Gaddum & Co.), Mr. Cheetham (Messrs. Greaves, Cotton & Co.), Mr. Sedgwick and Mr. Forrest (Messrs. Killick, Nixon & Co.), Mr. Bickerdike (Messrs. Knoop & Co.), Mr. Coomber (Messrs. Lyon & Co.), Mr. Owen (Messrs. Owen & Okell), Mr. C. Poole and Mr. Cassels (Messrs. Peele, Cassels & Co.), Mr. Punnett (Messrs. Punnett & Co.), Mr. Mowat (Messrs. Ritchie, Steuart & Co), Mr. E. Sassoon (Messrs. Sassoon & Co.), Mr. Spinner (Messrs. Spinner & Co.), Mr. J. Y. Lang (Messrs. Stearns, Hobart & Co.), Mr. Meili (Messrs. Volkart Brothers), Mr. Bryce and Mr. Richardson (Messrs. Wallace & Co.), Mr. Blackhall (The Agra Bank, Limited), Mr. Sharpe (The Chartered Bank of India, Australia, and China), Mr. Finlayson (The Chartered Mercantile Bank of India, London and China), Mr. Noble (The Hongkong and Shanghai Banking Corporation), Mr. J. M. Maclean, Mr. Marshall, Mr. Sedgwick, Mr. R. Clarke, Mr. Macnaghten, Mr. Booth, Mr. Latham, Mr. Rich, Mr. Martin Wood, Mr. Ummersey, Mr. Lukmishunker, Mr. H. Tapidass, Mr. Damodhur Thackersey, Mr. Vichboocundass, Mr. Nursey Kessowjee, Mr. Hurjeevun Bhowanidass, Mr. Ghellabhoy Puddumsey, Mr. Lilladhur Shamjee, Mr. Goculdass Jugmohundass,

Mr. Muncherjee N. Banajee, Mr. Sorabjee Dossabhoy, Mr. Cursetjee Dinshaw, and numerous others.

THE CHAIRMAN said—Gentlemen, the Committee of the Chamber of Commerce have called this meeting for the purpose of eliciting an opinion both with regard to the general question of legislation as to Cotton Frauds and in particular regarding the New Bill which has lately passed through the Legislative Council of Bombay. With this object, it was thought desirable to ask not only the members of the Chamber to attend, but also the general public and all those who take any interest in this question; and the large attendance here shows that the Committee have not been wrong in their estimate of the interest taken in this question by the public. Of course, opinions have been expressed over and over again on this question, and very decided ones too, but they have been ignored by Government, and I must say I think the Bombay community have reason to feel aggrieved that their views on a question which interests them like this—in which they have some reason to think that, owing to their practical experience, their views are entitled to some weight—should have been ignored. The resolutions which have been circulated will be duly proposed and seconded, and you will be asked to express your opinion about them. I will not detain you now with any remarks of my own, but will at once ask Mr. Bryce to move the first resolution.

MR. BRYCE moved—"That this meeting protests against either the continuance of the Bombay Cotton Frauds Act, No. IX. of 1863, on the Statute Book, or the new Bombay Cotton Frauds Bill, 1877, which passed the Legislative Council on the 3rd March 1877, becoming law, for the following reasons:—That the cotton trade of Western India considers that special legislation is useless and unnecessary, the general criminal law already providing sufficient remedies, and there is, therefore, an injustice in burdening the trade with any part of the cost of the establishment maintained for the purposes of the Act; that special legislation is indefensible as contrary to the principle that the State shall not interfere to protect experts; that the working of the existing law has been harsh and vexatious, and that the new Bill contains provisions which will be found equally inoperative, but capable of still greater oppression; and that if special legislation is persisted in on the ground that it is necessary for the protection of national interests, the expenses of working it should be borne by the State." He (Mr. Bryce) said—I rise with the very greatest diffidence to introduce to the notice of this meeting the important resolution which has been committed to my charge, for I feel that I am in the unpleasant position of having to tell you an oft-told tale, and a tale, too, oft-told before by men much more able and experienced than myself. But it is an unfortunate necessity of countries administered by a bureaucracy, ignorant of, or indifferent and perhaps hostile to many of the doctrines which long ago have received general acceptance amongst nations where public opinion is the ruling power,—a bureaucracy unhappily often too ready, I am afraid, to look at everything from the narrow platform of official family and even personal interests,—I say it is an unfortunate necessity of such countries that many points which in more favoured regions

have long ago reached a general acceptance must in such countries be repeated over and over and over again with a wearisome iteration. Now, gentlemen, as I have to ask you to tread with me once again, I hope for the last time, this already well-trodden ground, I shall endeavour to put the points which I have to bring before you as shortly and forcibly as possible; and I must ask the forgiveness of Mr. Graham, Mr. Bythell and the many other gentlemen who in times gone past have brought this subject before the Chamber of Commerce, and treated of it both here and in what is supposed to be a more exalted place—I must, I say, ask the forgiveness of those gentlemen if what I have to say at times savours of plagiarism; and I must further ask the forbearance of those who are present at this meeting if many of my arguments lack the charm of novelty. Well, gentlemen, as I have to propose to you a resolution, I think it will be as well for me on the whole to follow the order which in framing the resolution the Committee of the Chamber of Commerce has thought best to adopt in the arrangement of the reasons which induced them to ask a public meeting to pronounce against this legislation. Now, the first in order of the reasons given in this resolution is that "special legislation is useless and unnecessary, the general criminal law already providing sufficient remedies; and there is, therefore, an injustice in burdening the trade with any part of the cost of the establishment maintained for the purposes of the Act." We say that special legislation is useless because in districts where the Act is not in force good cotton is produced, and that in districts where it is in force good cotton is not produced. I believe that evidence will be brought before you at this meeting to prove that the cotton grown in the Berars, on which great emphasis has been laid by the supporters of the Act, is not really subject to inspection at all, and that, therefore, what Mr. Ravenscroft has said upon that point is without any foundation. Secondly, I have to point out to you that in many of the districts, where the Act of 1863 is in force, very bad cotton indeed is constantly produced. This is especially the case in the Coompta districts. It is very well known that Coompta and Vingorla cotton is the most adulterated of all the cotton that is shipped from this port. And not only do we point to this remarkable fact that the districts in which the legislation is in force produce bad cotton, while the districts where it is not in force produce good cotton, but I have the further testimony to bring before your notice of many reports of the Cotton Department itself which show that under the Act of 1863 the officers of that Department are by their own admission entirely unable to do anything. There are many paragraphs to this effect in the different cotton reports, but I will only bring before your notice one of them, which will be quite sufficient to prove the point to you. In the Chamber's Report for 1870-71 it is stated, in a memorial from the Chamber to Sir Seymour Fitzgerald, "that the Act has proved a failure in respect of the object it was intended to serve, as has been recognised by your Excellency's Government in the Resolution passed on the Report of the Cotton Frauds Department for 1868-69, wherein it is stated 'that the officers of the Department are unanimous in condemning the utter inefficiency of the penal sections of the Act, and that for police purposes the Act may be said to be

inoperative.'" Again, in 1871-72, we find the following paragraph occurs in the Cotton Commissioner's Report:—"The reports of the several inspectors go to show that fraud still exists, more varied in form than ever, of greater subtlety and, if not on the increase, still carried on more openly than before. All complain more or less that while the utmost inspections on their part and on that of their subordinates almost daily open up to them fresh sources of the fraud deviser's Act, requiring extended supervision, prevention cannot be enforced, our act, or rather the rendering of its law, putting the chances of punishment out of the question." What could be a stronger admission by the officers of the Department that legislation, as it exists, is entirely inoperative? and the new Bill is supposed to be a modification of the present Act, so if the latter is inoperative the other will be still more inoperative so far as attaining the objects this legislation is supposed to have in view. After such admissions by the officers of the Department I must say I was a little surprised—though perhaps, considering the whole tenor of Mr. Ravenscroft's defence of his legislation, I ought not to have been surprised—at his assurance in bringing before the Legislative Council the reports of the Cotton Department to show that this legislation had improved cotton, and also at his stating that cotton had improved in certain districts where the Act was in force, and not in other districts where the Act was not in force. Really, though, I am after all not sure that any one of Mr. Ravenscroft's statements contained in his various speeches during the progress of the Bill before the Legislative Council was weaker than another where all were equally feeble. At the first reading of the Bill he mentioned that a memorial had been put before the Legislative Council by the Bombay Association with regard to this Act, and he added that it was impossible to imagine anything more inefficient than the reasons urged in that memorial. I should have said it was impossible to imagine anything more inefficient, more limp, more fibreless, more nerveless than Mr. Ravenscroft's arguments for the maintenance of this legislation. There was not, I think, in the whole course of his speeches, one single argument not open to be demolished, and which was not demolished and torn to shreds by Mr. Graham and the other gentlemen who opposed the legislation. In especial that statement of Mr. Ravenscroft's that the Act had been in force for some time and that the improvement in cotton that had taken place was attributable to its working was a most flagrant instance of a palpable fallacy,—the old fallacy *post hoc ergo propter hoc* with which we have all been familiar from the early days in which we studied logic. One would have thought it hardly necessary to point out that it does not follow because some piece of legislation has been in force for the furtherance of a certain object and that object has been secured,—it does not at all follow that it has not been secured by entirely other means than this legislation. This is what we say and what the Chamber of Commerce has said for a very long time,—that the improvement in cotton is owing to causes entirely different from those to which Mr. Ravenscroft assigns the credit. I say it is owing to a number of causes—first of all to the reduction of profits consequent on a very keen competition during a continuance of years necessarily leading the buyers of a com-

modity to exercise a very much more keen inspection of the articles submitted to them for purchase, and making it necessary for them to be careful to purchase that, and that alone, on which they can make a profit, and that alone which is wanted for the purposes of the trade. In the second place, the improvement of cotton is due, to a very great extent, to the presence in the up-country districts where the cotton is produced of European agents who are skilled in the selection of the article, and therefore know exactly what is wanted. Thirdly, this improvement—as Mr. Graham very well put it, and I think he was right in saying it was owing to this chiefly—is due to the mutual allowance system which has arisen since the years of the American War, and under which, when better cotton is supplied a better price is obtained from the buyer. It is owing to these causes, and not to meddlesome Inspectors poking their noses into every corner of one's compound, that an improvement has been effected in cotton. The supervision of the Collectors of districts—some of them able men, anxious for the sake of their profession and for their own advancement, and happily often purely for the sake of the country, to do what they can for the development of the various districts—has to a great extent also contributed towards this improvement. A remarkable instance is the case of Mr. Ashburner, in Khandeish, and in a lesser degree other Collectors in different districts have done good service. I think that a sufficient answer has been given in these various reasons to what Mr. Ravenscroft says of the necessity for special legislation to protect the cotton trade. I will now proceed to the second part of this first paragraph of the resolution, viz., that special legislation is unnecessary, the general criminal law already affording sufficient remedies for the purposes in view. I do not know, gentlemen, that in any other civilized country—any country in which public opinion and the true principles of political economy are thoroughly understood, it would be possible to justify a special legislation of this kind and the maintenance of a special department for purposes which are already sufficiently secured by the general criminal law. The Chamber of Commerce have pointed out this in numerous memorials both to the Bombay Government and the Government of India, and I do not think I need further enlarge on the point. I will only read the remark made by the Viceroy when he vetoed the Bill of 1869, which is quoted in the Chamber's Report for 1870-71. It is there stated that "His Excellency the Viceroy and Governor-General withheld his assent for various reasons, but especially in respect of the penal clauses, on the ground that the Penal Code had fixed the limits of the penal law, and he did not think those limits should be extended except for very grave reasons." It was attempted in the Legislative Council of Bombay to make a great point about the adulteration laws in England, apparently because by their certain acts similar to those made penal by the Cotton Frauds legislation have been made penal in England, and I shall therefore discuss them under this head, although they would more properly have fallen under the next. But those are laws of a very different kind; they are laws of a kind which the Chamber has pointed out to be exempted from ordinary legislation and so justifying the special interference of the State with trade. In the memorial of the Chamber to the

Bombay Government, with reference to Mr. Ashburner's Act for the protection of piece-goods manufactured in this Presidency against adulteration, it was pointed out that while the Chamber agreed that the Government should do everything in its power to foster and encourage the rising cotton manufacture, it believed this could be best accomplished by leaving the manufacturers to follow whatever course their experience showed to be the most profitable. The Chamber's memorial proceeds—"On this subject they thoroughly believe in the truth of the doctrine laid down by economists 'that the operations of trade and industry are best performed when those who have an immediate interest in them are left to take their own course uncontrolled either by the mandate of the law, or by the meddling of any public functionary,' and 'that though Government may be wiser than any individual trader, they never can be so wise as the whole body of traders put together.'" Alluding to the recent Adulteration Acts in England the Chamber said—"The health, the lives, the moral or material welfare of the population or even in a few cases the protection of the ignorant or helpless retail purchaser, may, all or any, be good reasons for such interference. There has been much legislation of this kind of late years in England, but all these laws have been passed confessedly in restraint and curtailment, not in encouragement and extension of trade." That is really the point we have to look to. These adulteration laws in England have been passed entirely for the protection of the retail purchaser, and not in the least for the furtherance of the objects of trade. Mr. Ravenscroft, in the Legislative Council, alluded also to the law for the prevention of adulteration of flax in Ireland. That Bill—for it is not a law; it seems to have been "burked" last Session, to have been one of the innocents slain at the end of the Session, for I cannot find it in the Statute Book—was addressed entirely to the protection of retail purchasers, and the only articles which were to be subjected to its influence were articles exposed for sale in a public market between 8 o'clock in the forenoon, and 2 o'clock in the afternoon, in being, according to section 14, the true intent and meaning that persons might manufacture and make up all kinds of flax and linen in any manner they think proper, and sell the same, unless the sale take place in open fair or market, or in other words adulteration to any extent is allowed unless the goods are exposed in open market between 8 o'clock in the morning and 2 o'clock in the afternoon. This Flax Bill of Mr. Ravenscroft's therefore proves the very opposite of what he intended, and I would advise him to be careful when he attempts to handle such two edged weapons. It is clear that this Bill was of a similar nature to the Acts for preventing the adulteration of tea and sugar, &c., and was entirely intended for the protection of retail buyers who have no means of finding out the real condition of articles sold to them, and who are not at all in the position of experts doing a trade in an article, so that this argument of Mr. Ravenscroft's from the flax legislation in Ireland falls to the ground. But even had the argument from the Adulteration Acts been valid in principle—which it is not—the users of it with their usual curious infelicity seem to have forgotten that it is in this case utterly inapplicable on other grounds. For to enforce

the Adulteration Acts no special department was created, as has been done by the Cotton Frauds legislation. The next clause of this Resolution maintains "that special legislation is indefensible as contrary to the principle that the State shall not interfere to protect experts." I should really have thought that it would hardly be necessary to speak upon this point; but, as I have said, in this country where doctrines that find universal acceptance in more favoured countries are ignored, it is necessary to insist upon some points which otherwise might have been passed over. I therefore think it necessary to read to you one or two paragraphs of Mr. John Stuart Mill, to show that the principle of interfering for the protection of experts is a bad one. He says in the fifth section of the 11th chapter of Book 5:—The grounds of this truth are expressed with tolerable exactness in the popular dictum, that people understand their own business and their own interests better and care for them more, than the Government does or can be expected to do. This maxim holds true throughout the greatest part of the business of life, and wherever it is true we ought to condemn every kind of Government intervention that interferes with it. The inferiority of Government agency, for example, in any of the common operations of industry or commerce is proved by the fact, that it is hardly ever able to maintain itself in equal competition with individual agency, where the individual possess the requisite degree of industrial enterprise and can command the necessary assemblage of means." And again, he says, after enumerating a variety of reasons why Government should not interfere for the protection of trade—"Few will dispute the more than sufficiency of these reasons to throw, in every instance, the burthen of making out a strong case, not on those who resist, but on those who recommend Government interference. Letting alone, in short, should be the general practice: every departure from it, unless required by some great good, is a certain evil." That was pointed out with remarkable force by Mr. Graham, and I am sorry to say that Mr. Ravenscroft, in the same kind of manner that I should have expected from the rest of his performance, said he did not think the burden of proof lay on him. Mr. Mill continues:—"The degree in which this maxim, even in cases where it is most manifestly applicable, has heretofore been infringed by Governments, future ages will probably have difficulty in crediting." Mr. Mill then proceeds to give from M. Dunoyer instances of the arbitrary and vexatious interferences with manufactures in France previous to the Great Revolution, and continues with the testimony of Roland the Girondist Minister as follows:—"I have seen," says Roland, "eighty, ninety, a hundred pieces of cotton or woollen stuff cut up, and completely destroyed. I have witnessed similar scenes every week for a number of years. I have seen manufactured goods confiscated, heavy fines laid on the manufacturers. * * * What crime deserved so cruel a punishment? Some defects in the material employed, or in the texture of the fabric, or even in some of the threads of the warp." Mr. Mill continues:—"The time is gone by when such applications as these of the principle of 'paternal Government' would be attempted even in the least enlightened country of the European commonwealth of nations." Well, gentlemen, it is just such an interference

that we find proposed and actually in operation in Bombay in 1877. Now, gentlemen, I have given you the opinion of a political economist. I could have added to this to any extent, but it is only necessary to quote a standard authority on the point; and you can easily refer to what is contained in the Chamber of Commerce Report for 1874-75, where Mr. Ashburner's proposal to interfere with the manufacture of piece goods in Bombay is discussed. The Bengal and Madras Chambers applied to the Bombay Chamber of Commerce for its opinion of the operation of this Act. The Chamber of Madras expressed a strong opinion against the Act, and said it had recommended in respect of Tinnevelly cotton that there should be no interference with trade. The Bombay Chamber of Commerce wrote in reply to a similar effect, and the result was that in Madras nothing was done. You will find that stated in the Chamber of Commerce Report, I think, for 1873-74. The Bengal Chamber, as I have said, also wrote, and we replied in a similar strain, and nothing was done there either. The Government of India in their Resolution No. $\frac{3}{2047111}$, dated 11th November 1874, abolishing the appointment of Commissioner of Cotton and Commerce with the Government of India promulgated :—"It is no doubt an object to maintain a high standard in this article of produce (cotton), and to encourage it to acquire a good reputation in the English market, but it is equally an object to secure and maintain a good reputation for many other articles of Indian production, such as tea, tobacco, indigo, jute, and silk. These and other articles have not, however, enjoyed the protection of a Special Commissioner, but are left to private enterprise stimulated by the encouragement of the Local and Supreme Governments. There is no reason why cotton should, now that the trade has found its normal level, continue to be treated exceptionally." Further, the Commission which sat some few years ago in Bombay, with Mr. Rogers as Chairman and Mr. LeMesurier, Mr. Narayen Wassodew, Mr. Fogo, and Mr. Ravenscroft as members, also reported very strongly on the point of the indefensibility of this legislation in the present case, Mr. Ravenscroft only dissenting; and no doubt the report of that Commission is thoroughly well known to you. Mr. Rogers, all through, although at first, when the present Bill was before the Council, it appeared as though he were going to vote for the maintenance of this legislation, stated his opinions, not only in the report of the Commission, but in the Legislative Council, strongly in favour of doing away with the Act, and I think Mr. Ravenscroft, who referred to him at the first reading of the Bill as the most competent person to give an opinion on the cotton trade of India must, when Mr. Rogers spoke and at last voted against the Bill, have felt very much as Balak did when Balaam blessed instead of cursing the children of Israel. The third point in this Resolution is—"That the working of the existing law has been harsh and vexatious, and that the new Bill contains provisions, which will be found equally inoperative but capable of still greater oppression." It is almost sufficient, in order to justify this proposition, to point to the very large proportion of prosecutions to convictions under this Act. Any of the reports of the Cotton Commissioner will show this; and it is hardly necessary for me to refer to the matter in detail. In the Commissioner's Report for 1871, which is contained in the Chamber's Report for 1871-72, it is

mentioned that the proportion of acquittals to convictions is 14 to 13, and we may imagine the vaxation in the dismissed cases. In that Report of 1871-72, there is something further which I think I may as well mention. The Cotton Commissioner, in section 10 of his Report for 1871, says:—" Struggling with a legislation rendered rather from its very insufficiency and incompleteness than from any stringency of its penal clauses an instrument of irritation * * * * the Department may well be proud of its administration, and whatever success it has achieved * * *." In fact, he admits it is a very irritating kind of legislation, and he is only sorry it is not more irritating. In the Report for 1872-73 the Cotton Commissioner is recorded to have said that he hoped to have a very large number of additional convictions from the fact that he had had offers of reward in the various vernaculars distributed broadcast over the land. We all know what that means in this country. It means that for the rewards' sake informers will spring up on every side, or that wherever a man has an enemy that enemy will vamp up a case against him and make things disagreeable for him ; and we all know the difficulty of meeting such cases in a court of law, and of sifting the lying evidence so common in India, while the Department will do everything in its power to back up evidence in its favour. It is only by obtaining convictions that the Department can justify its existence. The existence of the system of public prosecution in Scotland and the Continent has been objected to on this ground, and the objection is of tenfold force here. I will not go into cases of hardship to particular firms, because I expect that other gentlemen will speak to this point. My firm do not happen to be up-country buyers, and I have no personal experience in that respect. I will only refer to the case of Messrs. Gaddum and Co., which called forth a good deal of correspondence at the time. There is no doubt that in that case a most iniquitous act was performed, but it only shows what, at the hands of officials, we have to expect. The Chamber of Commerce backed up Messrs. Gaddum and Co. in their protest against the arbitrary proceedings of the Collectors, Messrs. Crawford and Borrodaile, and further remarked on the extreme insolence of the latter in reference to what had happened. As long as such legislation continues, we may expect the repetition of similar instances. The present Bill is likely to be even more vexatious than the existing one ; but as that is the subject which is taken up in a separate resolution, I need not allude to it further at present. The last clause of this first Resolution says that " if special legislation is persisted in on the ground that it is necessary for the protection of national interests, the expenses of working it should be borne by the State." There is on this point, I am sorry to say, some little difficulty because we do not want to admit that any legislation is necessary at all, and therefore, it is only, as it were, in the direst extreme that, supposing legislation to be continued, it will be necessary to dispute upon whose shoulders the expense of working the Department should fall. I say that if it is necessary to have special legislation of this kind, the cost of it ought to fall not on the cotton itself, but on the State. In various Reports of the Cotton Commissioners, and in Resolutions of the Government also, it is allowed that this legislation is maintained really, not for

the benefit of the trade, but for what are called the national interests of the country. It is said it would be a national calamity if the cotton of Western India deteriorated. Now, what does that mean when you analyse it to its furthest point! Simply that if the cotton of Western India went out of consumption, less money would go into the pockets of the ryots, and less in the long run into the coffers of the Government. The Government, therefore, is the party who should pay the expenses of such legislation. And not only is that true in theory but in practice the system would be found to work very much better if conducted at the cost of Government, because it would lead to a very much less vexatious manipulation of the details of the Act. I need not allude, I think, in detail to the evidence in support of this proposition, because it is to be found all over the Cotton Reports. I will only give you one instance. In the Cotton Commissioner's Report for 1871 after a good deal of sentimental and sensational writing, it is said in "that the abandonment of legislation would certainly save the merchant 3 or 4 annas per bale, but would lose to the Government the trade of the chief staple of export and immense revenues derived from the cultivation of cotton not to mention the interest of the ryots who would be driven to the verge of extremity." It is, therefore, the opinion of those who have had to deal with the working of the Cotton Frauds Act that if cotton became bad, those who would suffer would be, not the cotton trade, but the ryots, and, in the long run, the Government, and on the Government, therefore, the expense of maintaining the Department ought to fall. In connection with this matter it is worth noticing a statement of Mr. Ravencroft's. The cotton merchants of Bombay have been taunted with wishing to get rid of this legislation because the burden of the tax fell on their own shoulders, and Mr. Ravenscroft has stated that it was a matter of opinion on whom the tax fell, and that in his belief it fell on the exporter. It is painful at this time of day to find a gentleman who presumes to legislate for a great industry, considering the incidence of such a tax as this a matter of opinion. It has been long a common place of political economy that in the general case a tax on a commodity is an increase of the cost of production, and therefore falls on the consumer. And that is the case to a very large extent here, and would be entirely true were it not that some kinds of Indian cotton compete abroad with other cottons, and are only taken at a certain relative difference in price. If, therefore, the existence of a tax raises the cost to the consumer above the relative difference at which he can obtain the other cottons he will buy them instead. The price of the Indian cotton, therefore, will fall to the point at which he will buy it, and the merchant in Bombay will no longer be able to offer the ryot the old price. The tendency will be then for this cotton no longer to be produced, and for the margin of cultivation to be driven back, the loss of which will fall primarily on the ryot and ultimately on the Government from the necessity of its revising the assessment. In no conceivable case can the loss fall on the merchant who must get the same rate of profit on his capital, as we would in other articles and in other places, and whose capital will speedily transfer itself if he does not. His interest on the abolition of the tax is that if there were no tax there would be a larger trade. So

far therefore, as the incidence of the tax is concerned, Bombay merchants have no interest. They protest against the continuance of the legislation because it tends to shackle, harass, and diminish the trade, as well as on behalf of the consumer of Indian cotton all over the world, and in certain cases the ryots, who are the direct sufferers from its incidence. I have now gone over the different points of this resolution and have endeavoured to prove to you the necessity of your supporting it. I have now to allude to some of the arguments used in the Legislative Council independent of these particular reasons for the purpose of trying to strengthen the case of the Bill. It has been said that the Liverpool and Manchester merchants are very eager to maintain this legislation; but I do not think that if you examine into what was really said by the Liverpool and Manchester Chamber of Commerce that position can be maintained for a single moment. The Liverpool Chamber of Commerce writes in the very shortest manner about it (see the Bombay Chamber's Report for 1873-74, page 413). The Secretary writes to Mr. Ravenscroft:—"Sir,—I am directed by the Council of the Liverpool Chamber of Commerce to say, in reply to your letter, that while they are glad to find that measures continue to be employed for the prevention of frauds in Bombay cotton, they refrain from offering any opinion as to what steps should be taken with regard to a modification of the Act itself, as that is a matter belonging more especially to the local bodies to decide." Well, gentlemen, that does not appear to me to show any violent anxiety to support this legislation; on the contrary, it is a mere reference to the local bodies to decide the matter for themselves. The Manchester Chamber of Commerce writes:—"November 24th 1873. From information received, the directors believe the condition of Indian cotton has greatly improved, but they also believe this may in some measure be attributed to the natural operations of trade * * *. They are not prepared to recommend the repeal of the Act of 1863, but prefer that the Bombay Government should recommend such modifications as they may consider necessary, &c." Neither is that, I think, a very vehement supporting of the principle of this legislation; and I am informed on the best authority that the only reason why the Chamber of Commerce of Manchester did not write strongly condemning the principle of the Act, as many of the members wished to do, was that they were not thoroughly well informed as to the opinion of the Chamber of Commerce in Bombay on the question. I think I have now dealt as shortly as I could with the various points raised or necessary to be raised in the discussion of this question, and considering the opinion of the Chamber of Commerce and the merchants of Bombay,—the parties most likely to know, and of the Commission of independent gentlemen appointed to consider the question, who recommended that the Act should be put in abeyance and only, if necessary in exceptional circumstances, again brought into play,—having, as I said, brought before you these points, it only remains for me to ask you what is the reason why these Acts are now supported; and, gentlemen, I have no hesitation at all in saying that the only reason for the maintenance of this legislation is that the Cotton Department, with its various grades and different emoluments, should be preserved for those at present holding them

and likely to be appointed to them in the future. Mr. Ravenscroft said, with regard to Mr. Bythell, and in reference to the case of Messrs. Gaddum & Co.'s I have referred to, that it was a matter of great importance to remember that Mr. Bythell's opposition to the Act was owing to his being an interested party from having felt in that case the coercive effect of the Act. Now, I think, Mr. Ravenscroft should have been the last person to have said that. Has he not got an interest in this legislation himself? He is the parent of this legislation, if I may say so; he has been connected with it from the very beginning. If you go back to 1863-64 and other antedeluvian periods, you will find him figuring as the backbone of this legislation, and he feels, therefore, in it the interest a parent feels in his child, and which a poet is supposed to feel in his works; and it was natural for him to dissent from the opinion of the otherwise unanimous Commission as to the necessity for maintaining these Acts. It was unwise, too, on other grounds for him to say anything about interested motives in this matter. Might it not be said by some one wishing to use the *argumentum ad hominem* to Mr. Ravenscroft, and pay him back in his own coin, "Are there not persons in the Legislative Council and at home who have a family interest in the maintenance of this Department? It is well known that Lord Salisbury's order to continue this legislation has been made chiefly at the instigation of Sir Bartle Frere, and is it not equally well known that Sir Bartle Frere has relations in the Department? That there has been wire pulling all through this business is perfectly certain, and it would have been well therefore if Mr. Ravenscroft had not been so free with his insinuations of interested motives. It is yet another case of his using two edged weapons." As I have said before, the weakness of Mr. Ravenscroft's arguments was only equalled by their inconsistence, and his whole defence of the legislation laboured and halting as it was displayed the radical weakness of his cause. On the general principle Colonel Anderson alone of the official members attempted to support him, the other official members being content to play the part of "foot" senators, as the Romans called those who never spoke on a measure but only backed up their party by walking across the house for the division. From their half-hearted support it was perfectly evident that the other official members had they consulted their own opinion merely, would have pronounced against this legislation. We are here, gentlemen, to decide on a public question and to maintain and develop the public spirit and public opinion necessary for keeping within proper limits the administration of this country. In India generally the opinion of Bombay is looked up to and respected, as being almost the only place in the country where a really fair, and honest, and just public opinion with regard to the matters of the day can be obtained. In too many of the other towns official interests of various kinds prevail, but Bombay is fortunately too far off from the seat of Government to be influenced in that way, and the members of the Bombay community, and especially the members of the Bombay Press, are above any treaties of dishonour. I think, gentlemen, that probably the influence of Bombay, on the rest of India is owing in a great measure to its Press, because that Press is managed with an ability, an honesty, a courage, and an indepen-

dence which would secure it consideration in any city of England, not excepting the capital itself. But without the public-spirited bodies of Bombay to back up the Press, the opinion of the Press would be of little use, for in fact, in the long run, the Press always depends upon the public which reads it. We have lately had an instance, gentlemen, of the great effect which public opinion in Bombay, represented by the Press, had in regard to the Bombay Revenue Jurisdiction Bill—a nefarious attempt to deprive the unfortunate ryots of this country, already sufficiently ground down, of the protection of the law. I maintain that just as Bombay on that occasion did its duty, not only towards the particular interests engaged, but towards the development and maintenance of public spirit, so rare in this country, so now it is our duty to protest against this one-sided and interested legislation, for the benefit, not only of the cotton industry, but of the country at large. (Cheers.)

MR. W. LANG—I have great pleasure in seconding the resolution, and I must say I feel much diffidence in doing so, after listening to the eloquence with which Mr. Bryce has favoured us. I think it is unnecessary for me to recapitulate all the arguments against cotton legislation; they are familiar to you all, and I think the time I feel justified in allowing myself may be best employed by briefly reviewing some of the latest arguments in favour of this legislation which are before us. As stated by Mr. Ravenscroft, in moving the first reading of the new Bill of 1877 the other day, a body of Bombay merchants waited on Sir Bartle Frere, in 1863 and asked him to legislate for the preservation of the purity of Indian cotton. As was stated also by the honourable gentleman, the American War was then in full operation, and the price of cotton had risen from 4d. and 5d. to 15d. and 20d. a pound. We are also told that every one was desirous of making as much money as possible. Such being the state of affairs, we are told it is the opinion of the honourable gentleman that merchants of that time were able to take a much more liberal and enlightened view of the question than we are possibly able to do at the present time. Now, it is my opinion that the views of anybody of men are more likely to be liberal and enlightened when they are free from any particularly exciting causes such as a sudden advance in prices and a desire to accumulate wealth in a short space of time. But, I am far from admitting that there was unanimity even in those exciting times as to the necessity for legislation to prevent frauds in cotton. Many of the arguments that have been urged in recent years against this legislation were then urged by some of the ablest members of the Chamber; and I think the position of the question in 1863 would be more correctly described if it were said that the majority of the merchants, being actuated by a fear of the reduction of their profits by the adulteration of cotton which was prevalent, were induced to wait on Government and to ask them to interfere for the protection of trade, whilst a minority were always opposed to any legislation. And I do not think there was any section of the community, from His Excellency the Governor and the members of Council down to the merchants themselves, who, after those exciting times were passed, had not reason to regret that in many of their acts they had not been guided by more sober judgment. I think, therefore, that far from

the mercantile community of 1863 being able to take a more enlightened view of the case than the merchants of the present day are, the reverse is the case. A very strong point has been made against us by the Honourable Mover of the Bill, because when the Commission was sitting in 1873 we did not come forward in a body to give evidence before that Commission. I can say for myself that I was asked by a member of the Commission whether I would give evidence, and I stated that I was perfectly prepared to do so. I naturally expected to receive a letter from the Secretary to, or from some one connected with the Commission, intimating on what day my attendance would be expected, but I never received any such letter and I did not think it was necessary for me to attend the sitting of the Commission every day to find out on what day my evidence would be taken. I think when a Commission is sitting at home the usual course is to request the Secretary to write to any gentleman whose evidence it may be considered desirable or necessary to take before the Commission, asking him the nature of the evidence he would be able to give and on what day it would be convenient for him to attend, instead of merely advertising in the newspapers. I think if that rule had been followed with regard to this Commission in Bombay, many gentlemen would have come forward and have given evidence before the Commission. We can only suppose this was not done because the members of the Commission considered that they had sufficient evidence before them of the inutility of the Act from the statements of the officers of the Cotton Department, who had already been examined. Mr. Ravenscroft has also stated his opinion that even now the majority of the mercantile community of Bombay are not opposed to this legislation. I can only say Mr. Ravenscroft must have a very mean opinion of the intelligence and independence of the mercantile community of Bombay when he can suppose that for years the merchants of Bombay would allow memorials to be showered on the Government and the Secretary of State, urging the repeal of this legislation, if they were not sure the statements contained in these memorials represented the opinion of the majority of the mercantile community. I think from what was stated by another honourable member during the progress of the discussions on the Bill, that if some of the members of the Legislative Council were free to vote according to the views which they appear to hold, we should not only have a majority of the mercantile community against this legislation and in favour of its repeal, but we should also have a majority in the Legislative Council itself. I cannot speak myself of the working of this Act except in the Presidency towns; but I may mention that in Kurrachee I had some experience of its working, and we were frequently very much annoyed by the interference of the over-zealous Chief Cotton Inspector of that place. There was really no adulteration on which he could expend his zeal, and he used to constitute himself a sort of examiner of our cotton. We used to receive frequent notices that our cotton was considered to be mixed or adulterated or of inferior quality; but we thought we knew our own business, and we did not pay much attention to the gentleman. I would mention one case in Bombay to show that these interferences with trade are objectionable, viz., with regard to the shipping of cotton for the China market. It is

necessary that the tare of the bales shipped to China should amount to 22 lbs., and the "Heathen Chinee" having a habit of deducting this from the gross weight of the bale whether the actual tare was 16 lbs., or 19 lbs., and as iron hoops are not suitable for the China market, and we cannot get bales up to that weight by binding with ropes, the China merchants decided to add old gunny bags to the bales next to the wrapper to make up the tare to the desired weight of 22 lbs. One would have thought that could not be considered adulteration, and that it was not likely to damage the cotton in any way; but I myself was stopped whilst engaged in this innocent proceeding by the Cotton Frauds Inspectors and received notice that I was adulterating the cotton. It is only fair to say we were not prosecuted but I think that such interference should be possible is most objectionable. I would also say a few words as to the frauds in the linseed trade, which Mr. Graham referred to in the Legislative Council, and which I think is a very apt illustration of merchants being able to take care of their own interests. We all know that recently these frauds were very prevalent in Bombay. The price of linseed had advanced considerably, and dealers who had advanced contracts at a low rate were subjected to very great losses, hoping to lessen which they deliberately mixed large quantities of sand with the seeds and tendered the adulterated article to the merchants. We might then have gone to Government and have asked for an Act to prevent frauds in the linseed trade, but we thought we could protect ourselves, and by combining we very soon showed the dealers they could not succeed in their frauds. So evident indeed was this that in a very few weeks the seed which they had adulterated had to be re-cleaned by them and tendered to us in a proper state. I have had similar experience in the wheat and seed trades in Kurrachee. There is no place in which there has been more adulteration than in Sind, and very great losses have been sustained by the merchants in consequence for years. It was their own fault; they were not particular enough in their contracts, and the dealers got them into their hands and took advantage of them. On one occasion, I am sorry to say, the merchants requested the Commissioner of Sind to institute legislation to prevent these frauds, but fortunately, I think, no attention was paid to the request of the Chamber of Commerce at Kurrachee and there is no further talk of legislation in the matter. The merchants, having become more careful in their contracts, have secured themselves against those frauds and the trade is now on a sound basis. At the second reading of this Bill before the Bombay Legislative Council, it was stated that Liverpool and Manchester gentlemen were in favour of the continuance of this legislation. I cannot believe that this was the case, for I think the intelligence of the Liverpool and Manchester merchants is too great for that. I think that any man in Liverpool with any experience of the Cotton Trade as carried on at present would say —"It does not matter to me what laws they have in force in Bombay; the merchants there must give me the cotton I want, or they will have to pay the difference, and run the chance of having it thrown back on their hands." Therefore it is a matter of perfect indifference to him. But even if the statement made was correct, I fail to see why the trade of Bombay and Bombay merchants should

be legislated for at the instance of Liverpool and Manchester merchants. (Hear, hear.)

MR. J. Y. LANG—I shall with my vote cordially support the resolutions laid before this meeting; but it seemed to me that in the third paragraph of the resolution, where it is stated that the working of the existing law has been harsh and vexatious, we are a little unjust to the Cotton Frauds Department. To my mind—and I believe to the minds of many other gentlemen here—our great complaint is that it has not been so much harsh and vexatious as useless and inefficient. During the past 11 years that the Act has been in force, about 15 lacs of rupees, I believe, have been paid by the merchants in fees; and what have we received in return for that money? I think, gentlemen, that that third paragraph might with advantage be a little softened down. Our objections to this Bill are—first, against the principle altogether, and secondly, that it has proved, and will prove again, utterly unworkable. During the eleven years it has been in force, this is, I think, the third time it has been amended. The only argument the Government can bring forward in its favour is that if they allow inferior or adulterated cotton to be sent forward from Bombay Indian cotton will go out of favour in Liverpool and in the other home markets, and consequently the Government will suffer by a fall in its revenue. But I maintain that in these days of telegraphy and rapid communication such a contingency is impossible. Have we not had in Bombay, within the last five or six years, many instances of how the trade has righted itself? Did not the cotton come down to Bombay a few years ago packed in the order of four good *dokras* and an inferior one in the middle? Were not most of us merchants taken in at first, and did we not soon find the fraud out and make it so expensive for those people who perpetrated them that they are not likely to try it on again? Then, in later years, great lumps of dates came down in the Dhollera cotton, which the coolies used to pocket, instead of placing with the tare, as they would have done in the case of stones, and we again suffered from loss of weight. But we soon discovered that practice also, and that, with the other, has passed away. Thus, gentlemen, I think we are quite able to protect ourselves, and that it is idle to think Indian cotton will ever, for fear of adulteration, pass out of favour. The native traders of India are daily becoming more and more enlightened, and see the advantage of trading in the pure article. To the present Bill, gentlemen, there are several objections. In the first place, I would point out that in clause No. 14 there is no definition of what fraudulent adulteration really is. Is it to be left to the Inspector to say what fraudulent adulteration is? Is he to say, "You are not to do that, or this," and are we to go to the Magistrate, and after three or four days' delay, to find out if this Inspector is right or wrong? No, sir, such a thing cannot be allowed, and I think that in the preamble of the Bill, if it is to stand at all, we should endeavour to get inserted a definition of the term "adulteration." From a conversation I have had with a member of the present Cotton Frauds Department, I know that what they are anxious to maintain is that when a man mixes a good dokra of cotton with an inferior one that is to constitute

adulteration. They might just as well say that now American cotton is so plentiful in Liverpool, and our high standards of cotton there are not so much required, we must only ship the lower qualities. Another thing I object to in this Bill is that there is no clause at all providing that the inspectors should have any special qualifications for their work. We know what the inspectors have been in the past; we know, in fact, that the Cotton Frauds Department has been a kind of refuge for the destitute. On one occasion, some years ago, I remember seeing at the cotton-press a Serjeant in the army. True, he had the V.C. cross on his breast, but unfortunately he was a little addicted to the bottle, and he very soon passed away. The V.C. cross is undoubtedly a great honour, but does it, I ask, entitle a man to stand over us merchants and say, "You shall do this," and "You shall do that," in matters concerning our trade? Again some few years ago I remember an European came to my office and asked me to give him a contract for washing the dirty linen from one of our steamers. I could not, unfortunately, comply with his request. Whether from grief at the loss of this contract, I do not know, but in a few days I met the same man down at the cotton-presses, and when I asked him what he was doing there, "Oh!" he said, "I am in the Cotton Frauds Department." (Laughter.) Now, being a connoiseur of dirty linen does not, I think, lead up to being a good cotton inspector. And if such things have existed in the past, what guarantee have we that they may not continue in the future? I think, therefore, there should be a clause inserted, providing that the inspectors should be duly qualified men. (Hear hear.) Some of you may say that consideration is of no moment because we are determined to get this Act abolished; but I think we may protest till we are black in the face and Lord Salisbury will still inflict upon us the Act; so I think we should, in any representations we may make, offer such suggestions as will render the Act, if it is to come into force, at least operative. At present, according to its supporters' own showing, it will be inoperative; and I know for a fact that the gentlemen of the Cotton Frauds Department dread this new Bill more than the old Act because they know it is unworkable. I think this Bill is certain to come into force, but for myself I feel sure that when an attempt is made to work it, the Department will get into such a mess that the Act will soon kill itself. Lastly, gentlemen, whilst in the heat of this discussion, I do not think we should forget to express our thanks to the present Governor of Bombay, and also to the Honourable Mr. Rogers, for the kindly part they have taken in our interest. One of the first acts Sir Philip Wodehouse performed after his arrival in Bombay was to reduce to one half the fee we were paying on cotton, and by many acts since he has shown a kindly feeling towards us merchants, not only in regard to this Bill, but in many other instances. I know that, with regard to this Bill in particular, if left in his hands, it would soon be a thing of the past. But unfortunately it is not in his hands. The Honourable Mr. Rogers, in the Legislative Council, voted against his superiors and remained true to his convictions. Before sitting down, I must say I do regret the remarks that Mr. Bryce made, at the conclusion of his very able speech. The Honourable Mr. Ravenscroft I am sure, thoroughly believes in

what he advocated, and I do not believe that family interest of any kind could make him swerve from his conviction. (Applause.)

MR. BRYCE—I did not say that.

MR. MOWAT—After all that has been said and written on this very important subject, I feel that the little I have to say will yet to some extent interest you. The greater part of the gentlemen present are aware that I am in favour of legislation for the prevention of adulteration of cotton. At a meeting held in this room some 18 months ago, I was the only one who voted on that side, and lately, in the Committee of the Chamber of Commerce, I have been the only one in favour of legislation; but while watching with interest all that has been lately said and done, I must say that my opinions have recently become subjected to very great modification indeed. (Hear, hear.) I will tell you how. It is simply on account of this new Bill as passed at the third reading, which I believe to be rather harsh, while I am of opinion at the same time that several of the clauses will not only prove to be unworkable, but they put far too much power into the hands of the cotton inspectors, who may, as has been pointed out by several gentlemen present, be quite ignorant of the value of the staple and thereby cause a great amount of property to be sacrificed, and the mercantile community would be subjected to annoyance and fearful losses. In speaking of legislation on this subject, we can only draw the reasons to guide us in the future from our knowledge of the past. It, therefore, becomes necessary to review to some extent the history of the Cotton Trade. I shall try to be very brief. Legislation on the subject is very old. I believe it dates from 1829. The cotton trade of this port was then a very unimportant one; in fact until about 1851 the greatest part of our exports went to China. About 1851 adulteration of cotton became very rampant. The cotton trade of Western India was then attracting attention in Liverpool, and it became necessary to have some legislation on the subject. The Act 1851 was passed, and I think that in the opinion of several gentlemen who have great knowledge of the Bombay cotton trade, and who have still capital invested in it, that measure proved for the benefit of the country. If many of those who are now against legislation had belonged to those days they would have become partizans of the opposite side. This state of things went on for a time until the Act of 1851 was found to be very inoperative indeed. Adulteration became once more rampant; stones and other materials were put into the bales, and every device was adopted to add to the weight, simply in order to increase the value and thereby secure much larger profits. It was under these circumstances that several gentlemen went to Sir Bartle Frere in 1863. I think if you will review the records of the Chamber about that period, you will find that only two firms dissented on that occasion, viz., Messrs. Campbell, Mitchell and Company and Messrs. Edward Bates and Company. The Act passed in 1863 worked very well for some time, and the quality of the cotton improved rapidly. I think that to this Act, along with the the system of mutual allowances which sprung up I think in 1867, the opening of European agencies in the districts, and so on, the

great improvement in the quality of the Indian staple is due. A great deal has been said about convictions in certain districts and about bad qualities of cotton coming from certain quarters, the Southern Mahratta Country being held out as the most noticeable example. I do not think the working of the Act has much to do with that. If we want to remedy the condition of the cotton there, we must adopt other means. So long as we find the indigenous and exotic cotton growing in the fields together, what can we expect? With reference to Bhownuggur and other places, I think it was well shown at the Legislative Council meetings, that although there may not be any Act or Cotton Department in operation there, yet measures are adopted to prevent adulteration which are quite as stringent as those taken under the Bombay Cotton Frauds Act. Wherever the *laissez faire* system can be adopted, I think it should be, but if adopted in the case of cotton in India it would be a very great mistake. Mr. Lang has referred to the linseed trade, but the example he has given I think rather points the other way. Three or four months ago adulteration was so general in that trade that the sweepings of linseed godowns were bought, and instead of 2 per cent. of adulteration, which people look upon as allowable, I believe it exceeded 20 per cent. in many cases which shows we might be all the better for legislation. One engaged in the trade told me that in some linseed he handled the other day the adulteration amounted to 5½ per cent., instead of 2 per cent. That extra 3½ per cent. makes a profit, gentlemen, of itself; I am sure every one in this room would be glad if he could get 3½ per cent. on every transaction. (Laughter.) We will come now to the new Bill. While I have stated my preference for legislation on this subject, I beg to say I would a thousand times rather have the Act of 1863 than the new Bill; the old Act with all its faults is better than the new one. I would rather have no legislation at all than the new Bill as it now stands (hear, hear); I need not go over the ground Mr. Lang has already so ably covered. There was one thing I could not help admiring in the course of the Legislative Council discussions, and that was the assistance H. E. the Governor gave in acceding to the expressed wish of the mercantile community, that the expenses of working the Act should be made as low as possible. While approving of this, however, we must not forget that it would be a very great mistake to exercise economy at the expense of efficiency. Under this new Bill, great powers will be put in the hands of the inspectors, and we cannot have too efficient men to fill the positions. At a time when things are far from encouraging in India, and when we ought to attract the very best men to the country, economy should not be exercised to a rigid extent; rather go in, as Mr. Lang says, for having a number of duly certified inspectors who will know their work thoroughly, pay them well and trust in their honesty, and then you will get the Bill worked so that it may be not only a benefit to the merchants, but to the community generally. I quite agree with what Mr. Lang said about the concluding remarks of Mr. Bryce. I am sorry, indeed, that any one should have thought our legislators were induced by any petty personal interests of their own to support a great measure with which the State has to do. I

believe our legislators are a class of men—every one of them—above that kind of thing.

MR. BRYCE—I did not say Mr. Ravenscroft had any family interest whatever in the passing of the Bill.

THE CHAIRMAN—I did not understand you to say so. As far as I heard what was said, I think Mr. Mowat and Mr. Lang must have misunderstood you.

MR. MOWAT—Then with regard to what Mr. Bryce has said, I am very glad to receive his explanation. That was the impression I had formed.

MR. BRYCE—It is not an explanation ; it is a contradiction.

MR. MOWAT—That was the inference I drew from what you said.

MR. BRYCE—Then that is your explanation.

MR. MOWAT—I am only glad to think that I should be wrong. With reference to the Act, I would say further, ask the up-country agents, who have a great knowledge of the working of it, what is their opinion, and they will tell you they prefer legislation on this particular point. We ought to respect their opinion because they have a great knowledge of the districts, and they know what the Act has done for them and how it has assisted the country. Now I have offered you my views on the subject, and I will not detain you longer. With reference to the first resolution, I shall not vote at all, as I am in favour of legislation but opposed to this particular Bill. The second resolution I shall support with all my heart, because the clauses of the new Bill therein referred to can only be worked to the serious injury of the mercantile community, and, I will add, the country. With reference to the application of funds derived from the fees to other than the immediate purpose of seeing whether cotton is adulterated or unadulterated, I think it is unfair to those who have to pay the tax ; and with regard to the last resolution, I heartily agree to it, because, if we can trust to justice and receiving it at the hands of any party, we can safely appeal to the most enlightened assembly in the world, the British House of Commons. (Applause.)

MR. J. M. MACLEAN, whose rising was greeted with cheers, said—I have been asked to take part in the proceedings of this meeting, and I hope you will allow me to say that I do so as one of the general community for whose benefit I find both the officials and the mercantile men who have ever approved of this Bill say it is specially designed. The gentleman who has just sat down has, what I may be allowed to call, an hereditary fondness for this kind of legislation. The house he represents has perhaps had more to do with the promotion of enactments for purifying the cotton trade than any other house in Bombay. I believe it was Mr. Campbell who first proposed to the Government, about 1851, the advantage of using the Collectors' power for the purpose of enabling European merchants to get better cotton from up-country. Possibly there may have been some necessity for legislation of the kind at that time. In those days, the Collector was king in his own district ; a European trader hardly ever came there ; and when he did come

he was utterly powerless without the help of Government officers. It may thus have been necessary for the pioneers of the trade at its commencement, to get the aid of those all powerful Government officials to persuade the natives of the advantages of this new commerce. But times have changed very much since then. They had changed even in 1863, when a new Bill for the protection of the cotton trade was brought forward. Now, the gentleman who was chiefly responsible for that Bill was Mr. Michael Scott, a very able, energetic, and enterprising man, and a man at that time generally recognized as the leader of the mercantile community of Bombay. I have been reading within the last few days the proceedings of the Legislative Council while that Bill was under discussion, in order to help my memory, though I was in Bombay at the time, and protested against the principle of the Bill when both Government and the majority of the merchants were favourable to it. (Hear, hear). The great reason Mr. Scott gave for the legislation was, that without it was impossible for the European merchant to establish direct business relations in the interior of the country with the native grower, and he brought forward a good deal of evidence in support of that view. Well, do we not all know now that circumstances have very much changed from the circumstances of those days? Do not the very merchants who have the principal relations with the growers of cotton up-country say now that they are perfectly well able to protect their own interests and want no special legislation to help them? This change has risen from many causes,—from the greater facilities of communication enjoyed, and from the greater skill and knowledge of business shown by the European merchants in conducting transactions with the natives, and also in a very great measure, I think, from an improvement in the character of the natives themselves, who have come to know, by means of the greater acquaintance they have with the trade of foreign countries, that it is not to their interest to continue the old foolish tricks of adulteration by which they thought they made money, and to see that it is best for themselves in the long run to do what they can to sell to the European merchants a good article. For these various reasons I think that the special justification which Mr. Michael Scott urged in 1863 for passing a Bill for the protection of the cotton trade has passed away. Now, can it be said that there is any other reason for prolonging this legislation? Can it be said that the Act itself has done very much good—that, as I have often heard it urged, if it were done away with the national interests of India would suffer by the possible loss of one of her most important branches of trade? Again, I would ask you to turn to the proceedings of the Legislative Council of Bombay when the Bill for the amendment of the Act of 1863 was brought forward by Sir Seymour Fitzgerald's Government in 1869. Those proceedings I read over before I came to this meeting, and I made one or two extracts from what was said there which show, I think, how right Mr. Bryce was in saying that this Act has been quite inoperative. The object of introducing the Bill of 1869 was to make the Cotton Frauds Act of 1863 much more stringent. In the statement of objects and reasons it was said—"It has been found that the present law does not sufficiently provide for the suppression of frauds in respect to

cotton, and that the admixture of different descriptions is practised to such an extent as to act injuriously on the trade.' That was in 1869. Now, the principal defect alleged in the Cotton Frauds Act of 1863 was this, that in the wording of the punitive clauses the qualification that cotton must be proved to be mixed with fradulent intent prevented the inspectors from getting convictions; and Sir Seymour Fitzgerald, a clear-sighted man who always went straight at his object, calmly proposed that the words "with fraudulent intent" should be removed altogether, so that the mixing of cotton of any kinds whatever would be rendered a penal offence. Sir Seymour said himself, when recommending this change to the Legislative Council, that the Cotton Frauds Act had done no good at all, the exertions of the inspectors being paralysed by the wording of the Act, which made it impossible to secure convictions. Mr. Campbell was a member of the Council, and he made a very curious speech, which is worth reading by any one who has time for that sort of thing. He contradicted the views of Mr. Michael Scott, and supported the views of Mr. Grant and others, and said the adulteration of Indian cotton had been very much exaggerated, and that it was only at the first outbreak of the American War, when people eagerly bought up everything sent forward from Bombay, that there was a little mixture of sand, stones, and other rubbish. He attributed the absence of adulteration which he alleged characterised the trade at that time (in 1869) to the salutary terror inspired by the regulations of 1851 and this 1863 Act, which nevertheless it seems could not be worked. Well, Mr. Campbell at first objected to the introduction of this Bill of 1869 because he did not think it necessary, the cotton being in a very fair state that was exported from Bombay; but a Select Committee was appointed, and he signed the report, and in that report the Select Committee say that "the officers who have worked the Act declare the existing system to be practically useless." And the Government, in their resolution on Dr. Forbes's Report of May 31st 1869, say:—"The officers of the Department are unanimous in condemning the utter inefficiency of the penal provisions of the Act. Only eight convictions were obtained during the year. For police purposes the Act may be said to be inoperative, and now that its imperfections have become widely known, the terror once inspired by it in the mind of the ignorant but dishonest trader is rapidly disappearing. Adulteration and fraud seem to be on the increase, and notably so at Broach." This was in the year 1869, when it was the object of the officers of the Cotton Frauds Department to prove that their hands must be strengthened, and when they thought they had a very fair chance of having more extensive powers given them by Sir Seymour Fitzgerald's Government. We have it here stated that the Act had been in operation for some years and had done no particular good to the cotton trade of Bombay. Has any particular change taken place since that time? Has not the ignorant but dishonest trader, as he was called, up country known that the Bill to make the law more stringent was vetoed by the Duke of Argyll? Would not that make him despise the officers who admitted that they could not work the Act against him? And would not the cotton trade of Western India, if there was any truth in the idea of its being dependent on the working of this Act,

have declined and almost perished by this time under a law which cannot be worked? Notwithstanding all this, the other day when another Bill was brought forward, we were told that the operations of the Department have been most effectual, and that to it alone are due the improvements which have taken place in the Cotton Trade. How is it possible to reconcile this conflicting evidence? The only way to do so is to admit what is perfectly plain, that it is to the interest of the Cotton Frauds Department to have the legislation continued. When they thought they could get their hands strengthened and a fresh law passed giving them greater powers, they said the Act as it stood could not be worked, and when they find it could only be maintained if made a little less stringent, then they come forward and say it has worked admirably. (Hear, hear.) I should like to say a few words on the way in which this new Bill has been brought forward. Sir Philip Wodehouse's Government saw that the Act was doing very little good at all, and they knew the strong objections entertained to it by the mercantile community. They first of all took the step of asking the opinion of the different Chambers of Commerce at home upon the effect of the Act. Those Chambers replied, and I think the tenor of their reply is fair enough, that it was not for them to say what laws were necessary for the improvement of all Cotton Trade of Bombay, but that that was surely a matter for the Bombay Government and the mercantile community of this place to discuss for themselves. I think that is a fair interpretation of what was meant by both Manchester and Liverpool Chambers in the guarded letters that they wrote. That being so, the Government of Bombay determined to find out what was the exact opinion of the mercantile community of Bombay, and they appointed a Commission to inquire into the working of the Act. I think they made a very serious mistake in appointing as a member of that Commission Mr. Ravenscroft, a gentleman who was the first administrative officer under the Act, and who had, as he admits in his minute, a strong bias in favour of the law. He might have been very well called as a witness, and would have given very valuable evidence, but I think he ought not to have been appointed a member of the Commission. Well, the Commission sat and had a number of witnesses before them, and I think it pretty generally known about the autumn of 1874 that the tenor of the evidence was against the continuance of the Act, and that the majority of the members had by that time pretty well made up their minds as to the report they would send in. In October 1874, Mr. Ravenscroft took leave to England, and while he was at home he was at some trouble to ascertain the opinion of mercantile men in different parts of England about the working of this Act. He says:—"When I was at home in 1874, I pointed out to numerous merchants in Manchester and Liverpool that, though the local merchants had protested in strong terms against the Act, they either could not, or did not choose to come forward and give evidence against it, and I was then assured by men of the highest rank in the Cotton Trade at Liverpool and Manchester that the Act, as it then stood, or with their modifications on the same principle, was, in accordance with their views and the views of the majority of the leading marcantile men in England." You will observe that Mr. Ravenscroft does not

favour us with the names of the gentlemen who gave him this opinion, and when in his speech he finds such great fault with the merchants of Bombay for not coming forward and giving evidence where he says they could be cross-examined, I would ask if it is a fair thing for him to adduce in this way the evidence of unknown men which we cannot test, whereas if we knew their names and could cross-examine them, we should perhaps find they are not such great authorities about the cotton trade of Western India as he apparently supposes them to be. I do not think, either, that it was fair play on his part either to the Government he served or the Commission of which he was member, that he should go to England and rake up apparently opinions in support of the continuance of this law, at the time when the question of the expediency of continuing it had been referred to a Commission which was to found its opinion on the evidence collected in Bombay itself. Mr. Ravenscroft came back to Bombay and wrote a minute dissenting from the report of the other members of the Commission; and if you look through that minute, you will find he does not analyse in any way the evidence given before the Commission itself, but he founds his opinion on a very false analogy of the working of Adulteration Acts of home. In fact, his eye was turned to home, and to the opinions he had formed there, and not at all, as far as I can see, to the evidence before the Commission. Well, upon this minute Lord Salisbury founds his interference and very briefly says he agrees with Mr. Ravenscroft, and that the Bombay Government must thrust this Act once more on a community which had expressed its distaste for it. Well, gentlemen, we have now to consider what we can possibly gain by protesting against the continuance of this law. Can we influence Lord Salisbury himself? I do not think that is a thing to be despaired of. Lord Salisbury has recently shown at Constantinople that he is a man peculiarly open to all kinds of influences (hear, hear, and laughter), and that if a thing is only pressed upon him very closely he has an elastic mind which is always capable of expanding itself. Lord Salisbury himself told some of the Chambers of Commerce at home the other day, when he was making a speech,—"You must press us as much as ever you can. We officials are conservative; we are men who are very apt to relapse into our old ways, and to think regulation is commerce and forget what Free Trade really is; and it is only by having ourselves constantly freshened up by communication with you that we can be kept in the right path." I think we might act on this invitation, and request him to review the decision he came to last year. He told the people of Manchester a long time ago—"We are all free traders now" He might have said in the same way—"We are all Christians now:" but this acquiescence in a faith does not necessarily carry with it a thorough understanding of its principles or a consistent observance of the precepts it enjoins. Free Trade is understood in various ways. Certainly, we have been accustomed to look at Manchester as the headquarters of that faith, much as a Roman Catholic looks to Rome for true inspiration; and I should be very much disappointed if I thought the real opinion of Manchester was favourable to continuance of this Act. I do not think it is so. I know something of Manchester and of Manchester men; and, if the question was

placed fairly before them, I am sure they would repudiate the opinion of those influential mercantile men whom Mr. Ravenscroft consulted at home, and would show that they, who are trying to get the duty removed from their goods imported into India, would be the last men to support the continuance of a law which imposes an unnecessary tax on the raw cotton of Western India for the benefit, as is alleged, of Manchester manufacturers. I think, therefore, gentlemen, we have fair reason to hope that, if this matter is put fairly before the Secretary of State and the Manchester people, we shall get a reversal of the decision already passed, or at any rate we shall have the matter fairly discussed in the House of Commons. It is very well understood there that there are people in England who I do not think know much about the state of India at the present time, or the way in which trade is carried on here, we think India should be kept under constant tutelage; who are always wanting to improve our agriculture, to watch over our industries, control our trade, and correct our morals generally. Well, I think, we have taught them by this time that Indian agriculture is pretty well as good as they could hope to make it, while Indian industries have grown to such a height that they are afraid of them; and I think it is time we positively assured them that we are able to manage our own trade, and to look after our own affairs. (Applause.)

MR. BYTHELL said—My opinions on the subject of the Cotton Frauds Legislation have been laid before the public so very often and so very fully that I had almost made up my mind to say nothing on the present occasion; but after considering the matter during the last two or three days, I have decided to occupy your time for a short space, for two reasons. The men in the Cotton Frauds Department, and their friends like dying men, catch at any straw, and one straw which seems to have afforded them an infinite amount of support of late has been the fact that merchants did not come forward on one occasion and reiterate their opinions on the subject. That argument was made use of by Sir Seymour Fitzgerald in 1871, and again by Mr. Ravenscroft during the debates of the Legislative Council within the last week or two; and lest he should be of opinion that even I have gone over to the enemy, I think it would be as well that I should say a word or two. I wish further to reply to some of the remarks that have been made by Mr. Ravenscroft and also by my friend Mr. Mowat. In answer to the challenge to show what the Act had done, Mr. Ravenscroft, at the last meeting of the Legislative Council, said that an improvement had undoubtedly taken place and that it must have been due to the Act, and for him no further argument was needed. Now I think it can really be proved that the facts are entirely against that view. Up to 1869, as Mr. Maclean has pointed out, it was the lament of the Department itself that in the districts where the Act was in force it was completely inoperative. In fact, it was only from those districts where the Act was not in force that we were getting really good cotton. Well, since that time there has been a very great improvement, and it is very easy to see the improvement is due entirely to private enterprise, and not to any influence of the Cotton Frauds Department. Let us begin, for instance, with Berar. Mr.

Ravenscroft made a very poor joke about what was good for the Berar goose being good also for the Bombay gander, but if we show that the Berar goose never had the benefit of the sauce he referred to, the argument is no better than the joke. It was said that in places to which I had referred they had an inspection even more stringent than any in force under the Bombay Act. Now, the one district that has been especially referred to is Berar. I was in Berar in 1868 for three or four weeks, cotton buying, and certainly there were no Government cotton inspectors there then. The firm I represent since 1872 have had several buying agencies there, and there has been no inspection since that time. When I was there in 1872 the buying agents were not even aware that the Act had ever been extended to Berar. Upon the suggestion of Mr. Rivett-Carnac a few years prior to that, the Viceroy and Governor-General, by a stroke of his pen, did make the Cotton Frauds Act applicable to Berar, but no establishment was formed and no fees were levied there for the maintenance of the Act. In 1873, however, when the Government of India published in the *Gazette of India* a list of the Acts which were at that time in force in Berar, and Act IX. of 1863, was left out, so that since that time the Act has not even been in force in Berar, ; and even when it was, as I said before, no inspectors were ever appointed. Mr. Ravenscroft ridiculed the idea that any cause except the operation of the Act had anything to do with the improvement of cotton. He said we had railways and telegraphs before 1863, and they had not caused any improvement. We had, it is true, railways and telegraphs before 1863, but not to the same extent as now ; and Mr. Ravenscroft overlooked the fact that before that time the force of competition had not resulted in the sending of European experts as buyers up-country to classify the cotton instead of shipping it under only one classification, as used to be, the custom. As I came into the room this afternoon it just flashed across my mind that Mr. Rivett-Carnac, the Cotton Commissioner in Berar, who did much towards establishing markets in that district when he held office there, and induced the Viceroy to make the Cotton Frauds Act applicable to Berar, and to whom I believe Mr. Ravenscroft and others have looked up to as a great authority on the subject, had stated as his opinion in one of his reports, that these buying agencies in the districts were the one remedy for adulteration likely to prove effective. In the Report for 1868-69 he writes :—" In my last report, a belief was expressed that, if the producer could be brought into more direct communication with the consumer, the one would soon learn that the other requires a clean, sound cotton, and would also realise that in the long run it pays better to bring good cotton to market than bad. The inducement to adulterate being thus removed, a decrease in the practice might not unreasonably be expected. Although it has still many of the difficulties to deal with which a trade long in the hands of a certain class of natives is likely to offer (and during the past season these difficulties have been severely felt), the system of purchasing cotton through European agents in the interior is progressing ; the number of full-presses has increased ; the facilities for transport are being perfected ; and a Bombay merchant, if he requires pure Oomraotee cotton, can now without difficulty purchase it from a European

agent in the interior who will ascertain whether the loose bags in which his customer brings his cotton to market contain dirt or stones, and who will ensure the consignment reaching Bombay in good condition in neatly packed full-pressed bales. I believe if this system could be generally adopted, less would be heard of the adulteration of cotton. In fact, the system would amount to this—the European agents in the interior would act as a well qualified, interested, and hence in every way most efficient body of inspectors. My views on this subject, such as they are, will be found expressed at some length in a correspondence with the Chamber of Commerce, Madras, given in Appendix E. to this Report." The Chamber of Commerce at Madras had asked Mr. Rivett-Carnac to give an opinion on the Cotton Frauds Act in Bombay, and in answer to the request he wrote :—" Whilst crediting the Cotton Frauds Act with certain merits, I have always held that there are influences at work in these provinces which are quite as powerful to prevent the adulteration of cotton as the stringent provisions of the Bill. This view I express solely with reference to the part of the country in which I serve, and of the circumstances of which I may be supposed to possess some knowledge, and regarding which I have perhaps acquired some right to speak. These influences and their effects I have attempted to describe in the concluding chapter of my Report for the year 1867-68, to which allusion has already been made, and a copy of which accompanies this letter for facility of reference. During the last two or three years a great change has taken place in the manner in which our trade is conducted. * * * You will see then that, in my opinion, the most successful means for preventing adulteration is to bring the cultivator and the European purchaser of cotton into direct communication. The European agent now comes into the market and pays a high price for good cotton, whereas he will not touch inferior or adulterated stuffs, save at a considerable reduction below the prevailing rate for good cotton. The system of examining and sampling the *dokra*, or loose bag, in the up-country markets is so thorough, that there is not much chance of "false packed" cotton passing unchallenged. The ryots now have good reason to know that they will be paid according to the quality of the article they bring to market, and as there is a better demand for pure cotton than for inferior stuff, it really does not pay them to mix dirt with good cotton, which, in its pure state, is sure to fetch a good price, and to run the risk of getting but half for the mixture. The cotton once in the hands of the European agent, there is no fear of his adulterating it. He has his constituents to please, and his reputation as a skilful cotton sampler to keep up. He selects the best cotton he can get, and the steam press, close at hand, packs the bale, binds it securely with iron bands, and precludes the possibility of its being tampered with on its journey from the up-country market to the manufacturers' premises in Europe. The more generally this system, which is still imperfect, and has yet many difficulties to battle with, can be extended, the better prospect is there of enlisting that powerful agent, self-interest, on our side and making it militate against adulteration. And the moral I would desire to draw from the above remark is, that on the perfecting of the means of communication in the interior, and on the removal of

the many difficulties which now beset the path of the European merchant in Central India, we must depend quite as much for the prevention of the adulteration of cotton as on any other means which it may be within the power of Government to adopt. Such, at least, has been my experience, and believing firmly in this remedy, I have, under the instructions of Government, busied myself in ascertaining what arrangements could best be made to facilitate the means of communication with the cotton districts: and the construction of branch railways, the opening out of roads, and the improvement of telegraphic and postal communications, and other similar measures have been steadily urged." I think, gentlemen, that those remarks made by Mr. Rivett-Carnac, after his long experience in one of the cotton districts, answers better than anything I can say the absurd remarks that were made about the Government inspection of cotton in the Berars having caused all the improvement in cotton in that district. You see that Mr. Rivett-Carnac says that in his opinion the most efficient mode of preventing adulteration is to bring the European exporter and the cultivator into direct communication, and yet Mr. Ravenscroft ridicules the idea that such influences have any effect. Now as to Khandeish. It is true that a great improvement has taken place, but any one who knows the district will corroborate what I say, that the improvement is entirely owing to the fact that the energetic Collector, Mr. Ashburner, now one of the Revenue Commissioners, managed, by using his influence, to have Hingunghat seed planted in that district. He did that—not the Cotton Frauds Department; and that is why Khandeish cotton now, instead of being coarse short-stapled stuff as formerly, ranks with Oomraotee cotton in the home markets. Then, as to Guzerat. Up to 1869, in spite of all the efforts of the Cotton Frauds Department, adulteration was rampant. I remember in 1869, the whole Broach crop came down mixed with seeds and sand. We merchants scarcely dared to touch it; it was so bad we could not estimate how much the loss on it might be. That was, however, the last season of great adulteration in Guzerat. I challenged Mr. Ravenscroft to say whether he still maintained that the improvement in Broach cotton from that time was due to the Cotton Frauds Department, but he did not answer the question, and I believe he could not answer, it, for it is well known that from that time dates the establishment of steam ginning machinery in Broach and the introduction of ginned Broach cotton into the English markets. Since then, Broach cotton, with the exception of Hingunghaut, has brought higher prices than any other Indian cotton in the home markets. Private enterprise came in, and I say the whole of the improvement is due, not in any way to the Cotton Frauds Department, but to private enterprise; and I defy any one to adduce one single fact in proof of the opposite statement. Then, take Dharwar cotton. Mr. Mowat alluded to Dharwar, and said that the cause of adulteration there was that the indigenous and exotic seeds were planted in the same fields. But the adulteration from that source in saw-ginned cotton is what we may call a minor adulteration. I think it does not proceed from an admixture of the seed before planting, but from an admixture of seed with the cotton after it is ginned. It is a singular fact that just as the Cotton Frauds Department

was powerless to keep admixture from the Guzerat bales until other influences were brought to bear, it has been utterly unable to prevent admixture of the seed in the *dokras* of Compta and Vingorla cotton after it has been ginned. My difficulty is that anything I may say is a repetition of what I have often said before. I think I have adduced facts enough, however, to show that the improvement is not due to the Cotton Frauds Department, and that the statements made as to the Government inspection of cotton in Berar are utterly incorrect. Then, as to the other argument about the Liverpool and Manchester merchants being in favour of the Act. First of all, I maintain that even if they had expressed an opinion in its favour, considering the way in which the question was put to them, their reply to the question would go for nothing. They have been asked first, "Has not Indian cotton improved of late?" and have said, "Yes;" and then they have been told, "It is due to this Act," and asked, "Don't you think it ought to be maintained?" whereupon they have again answered "Yes." Gentlemen to whom the question was put told me so. And as for Mr. Ravenscroft's statement about merchants in Liverpool and Manchester being in favour of the Act, I was in Manchester when the report of Mr. Ravenscroft's notice of his intention to bring forward this new Bill came there, and I took the opportunity of talking with the present Chairman of the Manchester Chamber of Commerce on the subject, and also with one or two members of the Committee, and they assured me that the Chamber as a body, with very few exceptions, were very much against such legislation, even on the one-sided information that had been placed before them. I heard from other merchants that some pressure had been brought to bear in London on Lord Salisbury by gentlemen who were not connected with the cotton trade, but who went up to London at the request of men in the Cotton Department and their friends, and endeavoured—to use an Indian expression—to *sumjao* his Lordship to have this legislation maintained. One of these gentlemen was the ex-secretary of the Cotton Supply Association, and I could if I choose mention a few others; but these men did not go representing any public body,—they went merely on their own account. And I can say, from the conversations I had with many mercantile men in Manchester, when the report of Mr. Ravenscroft's intention to introduce this new Bill arrived there, that the majority of the Manchester merchants are certainly not in favour of it. One subject has not been touched upon in our discussion of this Bill,—and Mr. Ravenscroft, though I mentioned the matter in the letter which I wrote to the *Bombay Gazette*, did not touch upon it in the course of the debates of the Legislative Council, and that is the injustice of levying fees on the Berar cotton, and the large quantities of cotton grown in native territory, which the inspectors never see, in order to keep up the Department here. I remember that after I referred to this matter in the Chamber of Commerce on a previous occasion, Major Moore, in one of his Administration Reports, stung, I suppose, by my remarks, said that although some of the cotton on which fees were levied was not grown in the Presidency still the whole export did ultimately come under the inspectors' supervision, and that this inspection exercised a very deterrent effect. Now, you all know

that the Berar cotton has been full-pressed up-country for some years, and to say that this cotton comes under the inspectors' supervision is to say what is untrue. I think we should call the attention of the Marquis of Salisbury to that fact, that fees are levied not only on cotton grown in the assigned districts, but on cotton grown in native territories, so that there is a tax in the shape of a transit duty levied on all such cotton for the maintenance of the Cotton Frauds' Inspectors in Bombay. I had intended to say something about the general principle of legislation of this nature, but as our time is getting short, and as previous speakers have referred at some length and with great ability to that view of the question, I will not occupy the attention of the meeting any longer. I have forgotton, however, to mention one point. Mr. Mowat said he considered the example Mr. Lang adduced of the frauds in the linseed trade was in favour of the legislation rather than against it. I was rather amazed at this, because Mr. Lang said that when linseed was adulterated to the extent of 10 or 15 per cent., a simple combination of the merchants remedied the evil to a very great extent without having recourse to legislation. I cannot see how Mr. Mowat can found on that statement an argument to support legislation for the protection of trade. (Hear, hear.)

MR. CURSETJEE DINSHAW KHUMBATTA said although several speakers had argued the question before the meeting very extensively, still one or two points had been left out, which he might perhaps be admitted to refer to. He was of opinion that the general criminal law in itself was a powerful influence in the hands of Government to stop adulteration; the Fouzdars were a regular terror to evil-minded adulterators, but the special Act, though it had been made so stringent, had proved almost a failure. In the present civilized times people did not require the fostering care of Government to protect their own interests; they were able to look after themselves. In the case of the linseed trade, adulteration arose with the high price of the seed prompted by the self-interest of the dealers, and the self-interest of the buyers equally prompted them to look after themselves. If there must be legislation for cotton, why not also for linseed or wheat, or any other product of Western India? Why should people be tormented by legislation which was prejudical to their own interests? He said there was no necessity for such legislation, and he wished to enter his protest against it. The great argument of the representatives of Government was that it was to the Imperial interest of Government to look after its important sources of income. He argued that as long as cotton could be produced here and was required by merchants and manufacturers in England, it would be produced and sent. Whether the quality was good or bad, it should be left to the producer and the purchaser to decide. Did they ignore their own interests? No. Then why should Government interfere in the matter? It had been said that the Cotton Frauds Act had done wonders; but he said no, and he agreed that the presence of European agents up-country, the system of ginning and pressing the cotton in the interior, and the improved facilities for carriage and communication had effected the change in the character of Indian cotton. The great source of mischief used to be the middle

man, who played all sorts of tricks and made the merchants his dupe, but he had been removed by the agents sent out by the European firms, who now went into the heart of the country and purchased what cotton they pleased. Legislative interference did not assist the trade, it only did harm to it. The new Bill especially would give immense powers to the inspectors and sub-inspectors. There were Cotton Markets now all over the country—every little village had its market, and the inspectors could not be expected to supervise the transactions in every one of them.

MR. BICKERDIKE—I think the issues based on this question are so much wider and so much more important now than when it was first raised, that it is the bounden duty of every one to do his best to protest against the exceptional legislation that is going on in the shape of the Cotton Frauds Act. The old Act was useless and almost harmless, but now we are brought face to face with a Bill comprising clauses which may make innocent persons guilty and punish them as guilty persons, and which provides also for the improvement of the growth and for experiments in the manufacture of cotton. This is an instance of the danger of allowing a temporary consent to evils which on all other occasions are held to be pernicious. Reference has been made to the action taken by the Committee of this Chamber when consulted with regard to the cultivation of Khandeish cotton seed in Berar. The Committee were asked to give an opinion as to whether it was better that Berar or Khandeish cotton should be used. It was a matter of opinion, and the opinion of the Committee was given that it would be a bad thing to allow the Khandeish seed to be sown in Berar. That has been made a handle of to say that this Chamber is not averse to Government interference. Again, it has been said that in 1863 not only were the Bombay merchants but the merchants of Liverpool and Manchester in favour of this legislation; but it must be known to every one that there are critical and trying occasions when things are unsettled and ordinary principles may be departed from, but that is only as a temporary measure and never would be consented to as permanent. In this spirit, the merchants at home no doubt, being pressed by the cotton famine which occurred during the American war, were quite ready to consent to special legislation in India, and the merchants of Bombay were also placed in the same position on account of the position of the cotton trade in those days. I am not going back to 1829, or 1851, or even to 1863. We do not want to discuss legislation for those days, but for our own day and for our own requirements; and Mr. Bythell has very ably shown that in these days we do not require any Act for the protection of the cotton trade. I can thoroughly endorse everything he has said. My own experience in Bombay and also in the interior quite coincides with his. In 1863, and for some years after that, we all know the regular system of the trade was that the cotton was simply piled up together and the buyer selected the best cotton he could get out of that pile. There was then no special inducement to produce any other class of cotton; there was no necessity for it. All cotton was bought according to the fair average of the season's crop; but when communication with the interior began to be developed, and steamers

commenced to ply direct to the different principal ports of the world, and merchants were brought into direct contact with the spinners, they began to feel at once the necessities of trade. We got orders out from home then, not for the fair average of the season, but for fine qualities of cotton; and for ten years past I have been preaching to the Bombay native merchants to select their cotton, and that if they did not do so the trade would go out of their hands. Thus, the trade has required that the cotton should be selected and paid for according to its value; and the improvement of the staple has been brought about by the requirements of the trade and perfectly independent of the Cotton Frauds Act. Broach cotton affords an instance of the improvements which have taken place directly owing to the requirements of the trade. I recollect seeing the first gins ever worked in Broach by Mr. Greaves, of the firm of Messrs. Greaves, Cotton and Co. There was a great prejudice against Broach cotton, and we had orders out from England on no account to ship ginned cotton. But Mr. Greaves knew the value of the cotton was good, and by steady perseverance the buyers of Europe have been brought to recognise its value, and now from 3rd or 4th rate cotton it has risen up to the second place. That is due to private enterprise entirely. We have been told lately that this Act is only a parallel of other Acts. Mr. Bryce I think has disposed very ably and fully of this argument, if it could be called an argument. It is really astonishing that nothing better could be produced. All Great Britain, Europe and even America seem to have been searched, and the only acts which were said to correspond with this were these. It was said the German and French Governments of the tobacco trade, that there was a miserable Act in Ireland regarding flax, and that in America there was power to punish people for perpetrating frauds in cotton. Other comparisons it was stated could be made, but they were not made, and if they were on a par with those that were made, I think they would have gone for nothing. There appears to be an idea that adulteration in the cotton trade was due to a gang of swindlers who wished to destroy that trade. It has been said that those who deal in cotton are so careless that they need this special legislation to take care of them. But what do we find are the facts in the face of such assertions as these? I remember that some years ago, during the American War, it was stated that Indian cotton was so adulterated that it was looked upon with contempt by the spirited manufacturers in Manchester. But we must go farther back than that. Indian cotton, particularly Surats, was called "swipes" and other such names long before, but during the American War Indian cotton was pressed upon manufacturers and spinners at home owing to the famine; and if the trade has lost its status the export of Indian cotton will have gone down to what it was before the American War. But what we find to be actually the case is the very opposite. Before the American War, the whole export of cotton from Bombay amounted to 200,000 bales a year, and now it is somewhere about a million bales a year. That is a clear proof, therefore, that in spite of the cessation of the American War, and the renewed supply of American cotton to the home markets in such large quantities, Indian cotton has obtained a market at home; that there is a demand for it, and that in spite

of opposition of other cotton producing countries, Indian cotton has maintained the position it succeeded after a great struggle in getting to. I think if there were any proof wanting this would be quite sufficient to dispel the erroneous notions existing as to the cotton trade and to show that those who have it in hand know what they are about; that the trade will not suffer from being left alone, but is quite able to take care of itself. (Applause).

THE CHAIRMAN then put the resolution to the meeting and it was carried unanimously.

MR. MOWAT—I have much pleasure in proposing the next resolution—"That, in particular, apart from the unnecessary provisions and the objectionable principles of this special legislation, the new offences created, and the arbitrary powers of confiscation given, under the Bombay Cotton Frauds Bill, 1877, are certain to lead to extreme hardship, and this meeting, therefore, protests against sections 6 and 14 of the Bill which empower the Magistrate or Court to confiscate and destroy any adulterated cotton, wherever it may be found; and it further protests against section 22 of the Bill which authorises the proceeds of special taxation upon a particular, and already over-burdened trade, to be applied to the purpose of promoting and improving the cultivation and manufacture of cotton." Mr. Mowat added—I feel it unnecessary to say anything in support of this resolution because in speaking to the previous motion I embraced all the points I could wish to allude to in regard to this.

MR. MARSHALL seconded the resolution. He said he did so with very great pleasure indeed, but he was afraid he should not be able to restrict himself solely to the points referred to in it. If he understood the matter properly, that meeting had been called with the view of adding to the evidence which had already been brought forward in opposition to the Cotton Frauds Act. That being the case, in addition to reviewing the clauses referred to in the resolution, he should wish to record his experiences generally against the Act. He must, therefore, go back to the first proposition. A great deal was said when the new Bill was introduced about the want of evidence on the part of the trade, and this was made a handle of by Mr. Ravanscroft and used as an argument in favour of legislation. He thought the merchants were very much in the position of a barrister in a court of law. They saw that a great deal of evidence had been brought forward—he, for instance, could only have said *ditto* to what was stated by Mr. Bythell—and there was no use in burdening the Commission with a superfluity of testimony. He would now, however, take the opportunity of saying, after considerable experience in the cotton trade, that this legislation was utterly unnecessary. He had watched the working of the Act and had had practical experience of it both in Bombay and up-country, and, as far as he could make out, the Act had had no influence whatever for good on the cotton trade of the Presidency. The improvements had been effected by the force of circumstances and by the altered state of trade; a chief cause had been really the altered mode of buying and selling in Liverpool. The Act certainly carried certain punishments for adulterating cotton, but he did not see how that

improved the staple. And the change that had taken place in its character was very marked. Only a few years ago merchants sold cotton by only one standard—the fair average of the season, but now in Dholiera alone there were something like 12 different grades, which had been arranged to meet the requirements of buyers and manufacturers at home. Merchants had to meet those requirements here, and to do so more thoroughly they had naturally to establish agencies up-country. Thus they were able to secure cotton direct, before it could be mixed by the middle man. They had now, he thought, secured a system of trade which enabled them to do this to very great perfection. In Berar this was the case particularly, and that district had been shown to be uninfluenced by the Act. The nearest trade to cotton was wool, which also came forward in loose country bales and was baled up, and which was in many other respects like cotton. He had never heard anything about the desirability of an Act to protect wool; but he had known of instances where wool had been fraudulently adulterated, and in one case, under the ordinary criminal law of the country, a man was sentenced to 12 months' imprisonment for so doing. If that could be done with regard to wool, why not also in respect of cotton? To come to the particular resolution which he had been asked to second, sections 6 and 14 of the Bill were therein specially alluded to. Section 6 made it lawful for an inspector of cotton to seize and retain any cotton, wherever it might be, which he had reason to believe was liable to confiscation. He (Mr. Marshall) wished to know why cotton should be selected as the subject of this particular legislation, why should cotton be dealt with in this extraordinary fashion? And why should it not be seized on the same terms in Liverpool or Manchester? If it were an article of food or liquor, adulteration of which would injure people, he would say, protect it by legislation by all means; but in the case of cotton, an ordinary article of commerce, there was no need for anything of the kind. That the performance of these duties, and by irresponsible persons, hampered trade, there could not be the slightest doubt. An inspector could at any moment, without dread of punishment, interfere with and stop a shipment of 500 bales of cotton, and entail a serious loss on the merchant, without the least occasion. The detention of a shipment of cotton from day to day was a serious thing, and yet a ship-load might be kept waiting for seven days before any inquiry was made. In shipping cotton from Bombay, the last tide by which it could be shipped was calculated, and if it was not shipped to England by a certain time, the shipper was liable to have his cotton depreciated as much as ¼d. per lb. as the market now is. The framers of this 6th section could scarcely have understood its important character when they framed it. Then as to the question of what should constitute adulteration, the provisions of the Bill were so loosely expressed that it was utterly impossible to say really what was adulteration and what was not adulteration. Col. Anderson, in the Legislative Council, said he would define the amount of admixture of foreign matter which should be held to constitute adulteration at 10 per cent. A little practical experience would have told him that there was scarcely a bale of cotton shipped from Bombay which did not contain 10 per

cent. of foreign matter. The loss in weight in Surat cotton was from 10 to 20 per cent., and in Coompta cotton as much as 30 per cent. If the standard has been fixed at 10 per cent., it would have been competent for the inspectors to stop and confiscate every bale. It might be all very well to say nothing of that kind was contemplated; but he did not see why they should have an Act hanging over their heads without any purpose. Either it was good for something or good for nothing. If it was to be used, it might be the means of ruining the trade any time the inspectors took it into their heads to enforce their powers; and if it was not to be used, why should they have to pay for the maintenance of a number of men to do nothing. Section 22 was also alluded to in the resolution. That was a provision for applying the fees to the improvement of cotton. He (Mr. Marshall) was strongly of opinion that the representations made would be sufficient to prevent the Act from going further; but if everything they could do should prove insufficient to stop this legislation from proceeding, he thought it behoved them to see that the money extracted from the trade was applied in a proper way. This Cotton Improvement Funds, he thought, was one of the most absurd things of modern times. Little gardens were established in different places, and the promoters pretended they were finding out a great deal for the benefit of the trade; but in spite of all the experiments that had been made—and wonderful they were, according to the cotton reports—he had not heard of a single native cultivator making use of the experiences these cotton gardens were supposed to have given him the advantage of. As the time was getting late, he would cut his remarks short, and would content himself with seconding the resolution.

MR. BRYCE wished to make a remark as to the change of principle introduced by section 22 of the new Bill. Mr. Rogers had pointed out in his speech in the Legislative Council that there was a remarkable change of principle introduced by it, because formerly somebody had to be convicted of fraud before the cotton could be confiscated, but under this section of the present Bill no conviction was necessary to confiscation; the intelligent inspector had merely to satisfy the Magistrate of the correctness of his opinion that a quantity of cotton was adulterated and it would have to be confiscated. He thought they should protest in the strongest terms against this change of principle, and also against the application of the fees to cotton improvement, which was an entirely new thing in legislation in England or her dependencies.

On the resolution being put to the vote, it was carried unanimously.

MR. VIRJBHOOKUNDASS ATMARAM moved:—"That the Committee of the Chamber of Commerce be requested, on behalf of this meeting, to submit the foregoing resolutions to His Excellency the Viceroy, and to Her Majesty's Secretary of State for India, with memorials praying that they will, in exercise of their respective powers, veto and disallow the Bombay Cotton Frauds Bill, 1877, and that a petition be presented to the House of Commons, and entrusted to the care of Mr. Fawcett, the distinguished member for Hackney, praying for redress of the grievances to which

the cotton trade of Western India is, by useless and unnecessary special legislation, subjected.' Mr. Virjbhookundass said—Gentlemen, as you have been detained here very long this evening, I think it is needless for me to go into other minor defects of this Act, since those already pointed out by the former speakers are sufficient to ensure its condemnation; and although this Act, in itself unnecessary, in its operation severe, and in its incidence unjust, has passed, by a majority of official members, the Local Legislative Council, yet I certainly trust that His Excellency the Viceroy, who has already distinguished himself by his large sympathies and liberal views, will not sanction a measure so utterly opposed to all principles of jurisprudence and free trade. Again, in selecting Mr. Fawcett, gentlemen, to plead your cause before the British Parliament, I need hardly say that you cannot make a better choice. The able manner in which he has, at different times, in and out of Parliament, discussed Indian matters, the energy and tenacity with which he has supported his views, and the sympathetic interest he has always taken in the advancement, social and political, of this country and its people, have already given him a firm seat in the grateful hearts of my countrymen, and I therefore venture to assert, without fear of contradiction, that in entrusting your cause to Mr. Fawcett you will entrust it to an advocate of known and tried abilities, who will, to say the least, do ample justice to this most important subject.

MR. TAPIDASS VURJDASS seconded the resolution, which was carried unanimously.

On the motion of Mr. Mowat, a vote of thanks was accorded to the Chairman, and the meeting separated after a discussion which occupied upwards of three hours and a half.

No. 80 OF 1877.

BOMBAY, *20th April* 1877.

To the CHIEF SECRETARY to GOVERNMENT, Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce to enclose the Memorial of the Mercantile Community of Bombay to His Excellency the Viceroy and Governor-General, praying that His Excellency will withhold his assent from the New Bombay Cotton Frauds Bill 1877, and respectfully to request that His Excellency the Governor in Council will at his early convenience be so good as to forward the same, with the printed copy of the proceedings of the Public Meeting attached to it, to His Excellency the Viceroy.—I have, &c.,

J. GORDON, Secretary.

BOMBAY, *20th April* 1877.

To the Right Hon'ble LORD LYTTON, G.M.S.I., Viceroy and Governor-General of India.

The Memorial of the Mercantile Community of Bombay, European and Native, in Public Meeting assembled,

RESPECTFULLY SHEWETH,—That at a numerously attended Public Meeting of the Mercantile Community of Bombay held on the 23rd March, 1877, to consider the new Bombay Cotton Frauds Bill, the following Resolutions were passed unanimously:—

1. That this meeting protests against either the continuance of the Bombay Cotton Frauds Act No. IX. of 1863 on the Statute-Book, or the new Bombay Cotton Frauds Bill, 1877, which passed the Legislative Council on the 3rd March, 1877, becoming law, for the following reasons:—

   That the cotton trade of Western India considers that special legislation is useless and unnecessary, the general criminal law already providing sufficient remedies, and there is, therefore, an injustice in burdening the trade with any part of the cost of the establishment maintained for the purposes of the Act.

   That special legislation is indefensible as contrary to the principle that the State shall not interfere to protect experts.

   That the working of the existing law has been harsh and vexatious, and that the new Bill contains provisions which will be found equally inoperative, but capable of still greater oppression; and

   That if special legislation is persisted in on the ground that it is necessary for the protection of national interests, the expenses of working it should be borne by the State.

2. That, in particular, apart from the unnecessary provisions and the objectionable principles of this special legislation, the new offences created, and the arbitrary powers of confiscation given,

under the Bombay Cotton Frauds Bill, 1877, are certain to lead to extreme hardship, and this meeting, therefore, protests against Sections 6 and 14 of the Bill which empower the Magistrate or Court to confiscate and destroy any adulterated cotton, wherever it may be found ; and it further protests against Section 22 of the Bill which authorizes the proceeds of special taxation upon a particular, and already over-burdened, trade, to be applied to the purpose of promoting and improving the cultivation and manufacture of cotton.

3. That the Committee of the Chamber of Commerce be requested, on behalf of this meeting, to submit the foregoing Resolutions to His Excellency the Viceroy, and to Her Majesty's Secretary of State for India, with Memorials praying that they will, in exercise of their respective powers, veto and disallow the Bombay Cotton Frauds Bill, 1877, and that a Petition be presented to the House of Commons, and entrusted to the care of Mr. Fawcett, the distinguished member for Hackney, praying for redress of the grievances to which the cotton trade of Western India is, by useless and unnecessary special legislation, subjected.

That the existing Bombay Act No. IX. of 1863, entitled "an Act for the Prevention of Adulteration of Cotton and the better Suppression of Frauds in the Cotton Trade in the Presidency of Bombay," was passed in a time of great excitement, when, owing to the American Civil War, and the exigencies of the cotton manufacturing districts of Great Britain, the price of Indian cotton rose from 4d. or 5d. to 18d. or 20d. per lb., and much adulterated cotton was in consequence sent forward.

That the exceptional state of things which led to the introduction of this special Act passed away soon after the war was brought to a close, and the trade had settled down. Railway and telegraphic communication was extended throughout the cotton districts, enabling the European merchant to establish direct business relations in the interior of the country with the native producer, and an improvement in the quality of Indian cotton was soon observable which, aided as it has been by the altered conditions

of the trade, your Memorialists believe to be of a permanent character.

That to these greater facilities of communication and to the natural operation of the laws of supply and demand is this improvement due, and that the operation of Act IX. of 1863 has in no way contributed to it.

That the Government of Bombay in their Resolution on the Report of the Cotton Frauds Department for 1868-69 remarked :—"That the officers of the Department were unanimous in condemning the utter inefficiency of the penal provisions of the Act." A Bill No. 4 of 1869, with more stringent provisions of a penal character, entitled "A Bill for the Prevention of Adulteration of Cotton and the better Suppression of Frauds in the Cotton trade in the Presidency of Bombay," was thereupon introduced into and passed through all its stages by the Legislative Council of Bombay, but your Excellency's predecessor in office, the late lamented Earl of Mayo, withheld his assent, from the Bill for various reasons, but especially in reference to the penal clauses on the ground that "the Penal Code has fixed the general limits of the criminal law, and he did not think that those limits should be extended except for very grave reasons."

That the Bombay Chamber of Commerce, at the General Meeting of the Members, held on the 6th October, 1870, affirmed that after nearly seven years' experience of the Act IX. of 1863, "they were unable to point to any benefit which it conferred on the cotton trade of Bombay, though it cost that trade annually more than two lacs of rupees."

That in March 1874 a Commission was appointed by the Government of Bombay to inquire into the working of the Act IX. of 1863 with a view to advising Government as to the expediency of retaining it in its present or in a modified form, and the Commissioners—Mr. Ravenscroft alone dissenting—were of opinion that the time had arrived when the Act might be placed in abeyance.

That, notwithstanding this opinion of the Commission, H. M.'s Secretary of State decided to maintain the Act, but to amend it so as to modify such provisions as have been shown to be harsh in operation, and also, if necessary, to render its tenour more effective in those parts in relation to which a tendency to evasion had been exhibited.

That in obedience to this decision the Bill No. 1 of 1877, entitled "A Bill to amend the law for the Prevention of

Adulteration of Cotton, and for the Suppression of Fraudulent Practises in the Cotton Trade," has been passed through all its stages by the Legislative Council of His Excellency the Governor of Bombay, and will come before your Excellency for sanction.

That this new Bill is as objectionable on principle, and unnecessary, as the present Act IX. of 1863, and contains provisions which will be found to be equally inoperative and capable of still greater oppression. New offences are created by it, and novel and dangerous principles of law introduced. Section 19 provides that it shall not be necessary in any proceeding for any offence under the Bill to prove an intent to defraud any particular person,—a provision which is certain to lead to great hardship in the districts. Under the law now in force the person who actually commits an offence under the Act is punishable only on conviction, and confiscation of the cotton can only take place after the real offender has been convicted of fraudulently dealing with it. But under the new Bill, it is not necessary for the Inspector of Cotton, who is authorized to seize and detain any cotton, wherever the same may be, to obtain a conviction against any person of fraudulent intention, and the cotton may in the discretion of the Magistrate or Court be confiscated or destroyed. The punishment is thus made to fall upon the person in whose possession the cotton is found, and who may possibly have had nothing whatever to do with the fraud. Powers so arbitrary and formidable, vested in the discretion of Inspectors of Cotton in the districts, and in Magistrates or Courts, may, it is obvious, be exercised to the ruin of innocent persons, and become most prejudicial to the cotton trade. It was said in the proceedings of the Legislative Council that if the person in whose possession the adulterated cotton had been found were an innocent purchaser and holder he would have his civil rights against the person from whom he had purchased the cotton. But a large proportion of the cotton of this Presidency is purchased from persons, or the agents of persons, who are not subject to the jurisdiction of British Courts of Judicature, and in many cases, therefore, the holder might be deprived of his rights against the vendor. On the other hand, if the cotton which had been seized is, on the enquiry, found not to be adulterated, and is returned to the holder, who has in the meantime suffered annoyance, delay, expense, loss of markets, stoppage of business, and other inconveniences,

there is no provision in the Bill that the Inspector to whose ignorance all these injuries are attributable shall be punished, or that the State shall pay compensation to the injured person. The provisions of the English Merchant Shipping Acts render the board of Trade liable to pay compensation if a ship, suspected of being unfit to proceed to sea, is found to have been unnecessarily detained. And on like equitable grounds, Inspectors of Cotton should have been similarly restrained from frivolously or vexatiously exercising the great powers proposed to be vested in them.

But, apart from the obvious inexpediency of vesting such powers in such a class of persons as Inspectors of Cotton, to be exercised, moreover, in the districts where the Inspectors are practically uncontrolled, we desire to submit for your Lordship's consideration the important fact that these Inspectors are not qualified by their training and experience to pronounce whether the cotton which they seize is in reality adulterated, or only contains such an amount of seed or dirt as might be owing to the conditions under which it has been prepared for market,—such as the appliance available for cleaning, the state of the weather, or the season of the year. There is not a single bale of cotton shipped from Bombay which might not be called adulterated by a Cotton Inspector or Magistrate, all cotton being more or less mixed with leaf, &c., but such cotton would be accepted in Bombay, Liverpool, or Manchester, as perfectly good merchantable cotton. It requires a long and intimate knowledge of cotton itself to say whether cotton is adulterated. And there is nothing which in many cases requires finer discrimination than to determine the varieties and qualities of cotton which indeed are frequently matters of opinion even among experts. But the Bill declares a mixture of these to be adulteration, and authorizes the Magistrates or Courts, in their discretion, to confiscate or destroy the cotton without any [redacted] making it obligatory on them to take the evidence of experts.

The principle of this new Bill is entirely different from that of the Act IX. of 1863 which is now in force. It creates a new class of criminal offence, which is not in itself criminal, and it does not define what the offence is. Section 13, para. (c), says that any person who fraudulently or dishonestly adulterates or deteriorates cotton by mixing therewith seed, dirt, stones, or other foreign matter, shall be

liable to the punishments mentioned. Now all the cotton which leaves this country contains a certain admixture of seed, dirt, or other foreign matter, such as leaf, and there is nothing in the Bill defining the degree at which this admixture shall be considered to constitute adulteration. Paragraph (*b*) of the same section says that any person who fraudulently or dishonestly mixes cleaned and uncleaned cotton, or cotton of different varieties, or qualities, in one bale shall be liable to punishment. Yet, in the Southern Mahratta Country, different varieties of cotton are grown together in the same field, and it is impossible to separate them at the time of picking. But the cotton so mixed is of merchantable quality: it has a recognized position in the Liverpool Market, and it is in especial request by the Indian cotton mills. It is hardly conceivable that the practice, which obtains in every market in the world, of mixing different qualities of the same description of merchandise, for the sake of obtaining a certain average quality, should, in the matter of cotton in this Presidency, be made a criminal offence. It is next to impossible to secure a certain even quality in any one ordinary lot of cotton without mixing. Yet for this perfectly legitimate and natural operation, practised in every trade, and without the free and universal recognition of the right to do which scarcely any trade could exist, a merchant's motives are liable to be misconstrued, and his property to be confiscated or destroyed at the discretion of an Inspector or a Magistrate, who may have no knowledge of cotton, or of the conditions of the cotton trade. In para (*d*) of the same section, any person who fraudulently or dishonestly increases or attempts to increase the weight of cotton by exposing it to dew is also subject to punishment. But all cotton in this country is exposed to dew more or less, and there is nothing in the Bill defining how much exposure to dew shall constitute the offence. All these penal offences are thus made to depend on the words "fraudulently or dishonestly," yet there is no definition in the Bill of what constitutes fraudulent or dishonest adulteration, or deterioration, or mixture, or increased weight, their interpretation being apparently left entirely to the discretion of the Inspectors of Cotton and the Magistrates or Courts.

That no adequate necessity has been shown to justify this exceptional legislation, which your Memorialists, on the contrary, believe will prove to be harsh, useless, and unworkable.

That your Memorialists also desire to protest against Section 22 of the new Bill which authorizes the proceeds of special taxation levied under the Bill upon the cotton trade to be applied to the purpose of promoting and improving the cultivation and manufacture of cotton:—expenditure on these objects, even when the funds are supplied by State, being contrary to the declared policy of the Government of India as enunciated in their Resolution of the 11th November, 1874, abolishing the appointment of Commissioner of Cotton and Commerce with the Government of India. The Government of India on that occasion promulgated:—"It is no doubt an object to maintain a high standard in this aritcle of produce (cotton) and to encourage it to acquire a good reputation in the English market, but it is equally an object to secure and maintain a good reputation for many other articles of Indian production, such as tea, tobacco, indigo, jute, and silk. These and other articles have not, however, enjoyed the protection of a special Commissioner, but are left to private enterprise stimulated by the encouragement of the Local and Supreme Governments. There is no reason why cotton should, now that the trade has found its normal level, continue to be treated exceptionally." And your Memorialists hope that this enlightened policy will not be departed from.

For these reasons, your Memorialists, on behalf of the mercantile community of Western India, earnestly request that your Excellency will withhold your assent from the proposed measure.

And your Memorialists will, as in duty bound, ever pray.

DONALD GRAHAM,
Chairman of the Chamber of Commerce.
J. GORDON,
Secretary of the Chamber of Commerce.

No. 2844 of 1877.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *3rd May* 1877.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated 20th ultimo, I am directed to state for the information of the Chamber

of Commerce, Bombay, that the Memorial forwarded therewith was transmitted to the Government of India on the 26th idem.—I have, &c.,

D. MACKENZIE,
Acting Under-Secretary to Government.

No. 87 of 1877.

CHAMBER OF COMMERCE, BOMBAY, *4th May* 1877.

To the CHIEF SECRETARY to GOVERNMENT, Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce to enclose the Memorial with its accompaniments of the Mercantile Community of Bombay to Her Majesty's Secretary of State for India praying that His Lordship will be pleased to reconsider his decision of the 27th January 1876, and to order that the Bombay Cotton Frauds Act be repealed, but, if his Lordship still persists in maintaining it that he will disallow the new Bill of 1877, and respectfully to request that His Excellency the Governor in Council will be pleased to favour the Committee of the Chamber by forwarding the Memorial with its accompaniments, on an early date, to his Lordship.—I have, &c.,

J. GORDON, Secretary.

BOMBAY, *1st May* 1877.

To the Most Hon'ble the MARQUIS of SALISBURY, Her Majesty's Secretary of State for India.

The Memorial of the Mercantile Community of Bombay, European and Native, in Public Meeting assembled,

RESPECTFULLY SHEWETH,—That in obedience to the order contained in your Lordship's letter, dated 27th January, 1876, to the Government of Bombay, a new Cotton Frauds Bill has been passed by the Legislative Council of Bombay through all its stages, and will come before His Excellency the Viceroy and your Lordship for sanction.

That the Bill so passed does not represent the opinions of the members of the Legislative Council of Bombay with regard to the necessity for such a measure, for the official

members of the Council appeared to feel that they had no option left to them but to vote for it in accordance with your Lordship's direction.

That this new Bill is as objectionable in principle, and unnecessary, as the present Act IX. of 1863, and will prove to be harsh, useless, and unworkable.

That at a numerously attended Public Meeting held in Bombay on the 23rd March, 1877, to consider this new Bill, the following Resolutions were passed unanimously:—

1. That this meeting protests against either the continuance of the Bombay Cotton Frauds Act No. IX. of 1863 on the Statute-Book, or the new Bombay Cotton Frauds Bill, 1877, which passed the Legislative Council on the 3rd March, 1877, becoming law, for the following reasons:—

   That the cotton trade of Western India considers that special legislation is useless and unnecessary, the general criminal law already providing sufficient remedies, and there is, therefore, an injustice in burdening the trade with any part of the cost of the establishment maintained for the purposes of the Act.

   That special legislation is indefensible as contrary to the principle that the State shall not interfere to protect experts.

   That the working of the existing law has been harsh and vexatious, and that the new Bill contains provisions which will be found equally inoperative, but capable of still greater oppression; and

   That if special legislation is persisted in on the ground that it is necessary for the protection of national interests, the expenses of working it should be borne by the State.

2. That, in particular, apart from the unnecessary provisions and the objectionable principles of this special legislation, the new offences created, and the arbitrary powers of confiscation given, under the Bombay Cotton Frauds Bill, 1877, are certain to lead to extreme hardship, and this meeting, therefore, protests against Sections 6 and 14 of the Bill which empower the Magis-

trate or Court to confiscate and destroy any adulterated cotton, wherever it may be found; and it further protests against Section 22 of the Bill which authorizes the proceeds of special taxation upon a particular, and already overburdened, trade, to be applied to the purpose of promoting and improving the cultivation and manufacture of cotton.

3. That the Committee of the Chamber of Commerce be requested, on behalf of this meeting, to submit the foregoing Resolutions to His Excellency the Viceroy, and to Her Majesty's Secretary of State for India, with Memorials praying that they will, in exercise of their respective powers, veto and disallow the Bombay Cotton Frauds Bill, 1877, and that a petition be presented to the House of Commons, and entrusted to the care of Mr. Fawcett, the distinguished member for Hackney, praying for redress of the grievances to which the cotton trade of Western India is, by useless and unnecessary special legislation, subjected.

That in accordance with these Resolutions, your Memorialists have petitioned His Excellency the Viceroy to veto this new Bill, and they now venture to express the hope that, should His Excellency, in consequence of your Lordship's order of the 27th January, 1876, feel that he has no option but to sanction it, your Lordship will disallow it, and will, on re-consideration, desire that special legislation for the cotton trade of this Presidency be discontinued. Copies of the proceedings of the Public Meeting and of the Memorial to the Viceroy are appended hereto for your Lordship's information.

That your Lordship, in your letter to the Government of Bombay above referred to, was pleased to observe that you concurred generally in the views expressed by Mr. Ravenscroft in the Minute recorded by him under date the 12th January, 1875, dissenting from the opinion of the Commissioners appointed by the Government of Bombay to enquire into the working of the Bombay Cotton Frauds Act No. IX. of 1863, who recommended that the Act should be placed in abeyance. Mr. Ravenscroft endeavoured to justify this exceptional legisla-

tion in the cotton trade on the following grounds (1) that it was analogous to the English Food Adulteration Acts, (2) that it was a matter of imperial importance to foster and aid the cotton trade of Western India, and (3) that the improvement which had taken place of late years in the quality of Indian cotton was mainly owing to the operation of the Bombay Cotton Frauds Act.

We desire to refrain from wearying your Lordship with a repetition of the facts and arguments which have been frequently adduced against these views, and, with reference to the two first we will merely remark that the Bombay Cotton Frauds Act bears no analogy to the English Adulteration Laws, for there is this great and important difference of principle between them that, whilst it was avowedly enacted to protect experts, they were made to protect the lives and health of the public, and the consumers or retail purchasers, who have no means of discovering the real condition of the articles sold to them: And that, if special legislation for the cotton trade is maintained for the protection of imperial interests, the expenses of working it should be borne by the State, and not by the trade, which derives no benefit from it.

Your Memorialists deem it of more importance to submit in somewhat greater detail for your Lordship's consideration those points in the discussion which prove that the improvement in the quality of Indian cotton is not in any degree due to the operation of the Cotton Frauds Act, but entirely to private enterprise and the circumstances of the trade.

It has from an early period in the career of Act IX. of 1863 been affirmed by those who favoured special legislation, and by none more vehemently than the Cotton Frauds Department itself, that the Act has been quite inoperative. The Government of Bombay in its Resolution, dated 31st May, 1869, on the Annual Report of the Cotton Department for 1868-69, said:—"The officers of the Department are unanimous in condemning the utter inefficiency of the penal provisions of the Act. Only eight convictions were obtained during the year. For Police purposes the Act may be said to be inoperative, and now that its imperfections have become widely known, the terror once inspired by it in the mind of the ignorant but dishonest trader is rapidly disappearing. Adulteration and fraud seem to be on the increase, and notably so at Broach." On another occasion,

the Select Committee of the Bombay Legislative Council on the Cotton Frauds Amendment Bill of 1869 reported that "the officers who have worked the Act declare that the existing system is practically useless." And, in the Statement of Objects and Reasons of the Bill of 1869, it was said :—"It has been found that the present law does not sufficiently provide for the suppression of frauds in respect to cotton, and that the admixture of different descriptions of cotton is practised to such an extent as to act injuriously upon the trade." Again, in the Annual Report of the Cotton Department for the year 1870-71, we find the following paragraph :—"The reports of the several inspectors go to show that fraud still exists, more varied in form than ever, of greater subtlety and, if not on the increase, still carried on more openly than before. All complain more or less that while the utmost inspections on their part and on that of their subordinates almost daily open up to them fresh sources of the fraud deviser's art requiring extended supervision, prevention cannot be enforced, our Act, or rather the rendering of its law, putting the chances of punishment out of the question." The Bill of 1869, entitled "A Bill for the Prevention of Adulteration of Cotton and the better Suppression of Frauds in the Cotton Trade in the Presidency of Bombay," was passed through all it stages by the Legislative Council of Bombay, but His Excellency the Viceroy and Governor General withheld his assent from the Bill for various reasons, but especially in reference to the penal clauses on the ground that "the Penal Code has fixed the general limits of the criminal law, and he did not think that those limits should be extended except for very grave reasons." Since this Bill to make the law more stringent was vetoed, no change has taken place, so that if there were any truth in the idea of the cotton trade being dependent on the working of the Act, the trade must have declined and almost perished by this time under a law which cannot be worked. Notwithstanding all this, we are told, when the Bill of 1877 is brought forward, that the operations of the Cotton Frauds Department have been most effectual, and that mainly to it are due the improvements which have taken place in the cotton trade. It is plainly impossible to reconcile this conflicting evidence in any other way than that it is to the interest of the Cotton Frauds Department to have the legislation continued. When the officers of that Department thought in 1869 that

they could get a fresh law passed giving them greater powers, they said that the Act as it stood could not be worked, and when they find that it could only be maintained if, as your Lordship appears to have intended, it were made a little less stringent, they then come forward and say that it has worked admirably.

But if any further evidence were necessary to prove that the Act has been useless, and that the improvement which has undoubtedly taken place is due entirely to private enterprise and the natural operations of the laws of trade, it would be found in the fact that—while we have the admissions of the Cotton Frauds Department that in those districts where the Act was in force it was completely inoperative—it was principally from those districts where the Act was not in force that really good cotton came. In the Berars, the Cotton Frauds Act does not exist. On the suggestion of Mr. Rivett-Carnac, the Cotton Commissioner for the Central Provinces and Berars, the Act was for a short time made applicable to those provinces, but no establishment was formed and no fees were levied for the maintenance of the Act. In 1873, however, when the Government of India published in the *Gazette of India* a list of the Acts which were at that time applicable to Berar, Bombay Act IX. of 1863 was omitted, and since that time the Act has never been in force in Berar. Yet the cotton which comes from the Berars is of excellent quality, and has a high reputation in European markets. The cotton which comes from those districts of Kattywar, in which the Act is not in force, is also comparatively free from adulteration, deterioration, and impurities. The principal districts, on the other hand, in which the Act is in force are Khandeish, Guzerat, and the Southern Mahratta Country. With regard to Khandeish cotton, it is true that a great improvement has taken place, but this improvement was not effected by the Cotton Frauds Department: it was entirely owing to the energy of the Collector, Mr. Ashburner, now one of the Revenue Commissioners, in introducing Hingenghat seed into the districts of Khandeish. The result has been that Khandeish cotton, instead of being as formerly a coarse, short-stapled description, ranks with Berar cotton in the home markets. Turning now to Guzerat, we find that, up to and including the season of 1869, adulteration, in spite of all the efforts of the Cotton Frauds Department, was rampant. In 1869,

the whole of the Broach crop came down to Bombay mixed with seeds and sand. The extent of the adulteration is described in paragraphs 46, 47, 48, and 49, of the Annual Report of the Cotton Department for 1868-69, where it is added that "the moral good effect of the present Act when first brought out in the districts has completely died out." That was, however, the last season of great adulteration in Guzerat. The improvement in Broach cotton from that time was due to the establishment of steam ginning machinery in Broach, and the introduction of ginned Broach cotton into the English markets. Since then, Broach cotton, with the exception of Hingenghat, has brought higher prices at home than any other Indian cotton. Private enterprise came in at the time when the Cotton Frauds Department was declaring that it was utterly powerless to prevent the adulteration, and it is entirely to private enterprise, and not in any way to the Cotton Frauds Department, that the whole of the improvement in Guzerat cotton is due. The Southern Mahratta Country is the only place where there has been no improvement since the passing of Act No. IX. of 1863, notwithstanding that the Act has been worked more stringently in this district than in any other. The bulk of the convictions under the Act have been obtained in this district: yet it is a remarkable fact that just as the Cotton Frauds Department was powerless to keep admixture from Guzerat bales until other influences were brought to bear, it has been utterly unable to prevent admixture of seed in the bales of Coompta and Vingorla cotton after it has been ginned.

When the Bill No. IX. of 1863 was introduced into the Bombay Legislative Council, the member in charge of the Bill remarked that the remedy for the evil of adulteration lay only in the establishment by the European merchant of direct business relations in the interior of the country with the native grower. "As regards the establishment by "European firms," he said, (see Proceedings of the Council of the Governor of Bombay, 1862, vol. 1, page 109,) "of agencies in the up-country producing districts for the purpose of dealing direct with the royts, here, I freely admit, lies the remedy for many of the evils of which I complain, and for many more than I have referred to. No one can consider the establishment of such agencies more desirable than I do myself; no one can anticipate from them greater benefit than I do. Without them I

do not think we shall ever get to the root of the evil, or effect any material improvement in the quality of Indian Cotton." After alluding to the difficulties which had then to be contended with in establishing such agencies, he observed :—" Suffice it to say that after fighting against all difficulties for ten years, after expending large sums in machinery, and in the importation of foreign seed, &c., we were obliged to withdraw our agencies, and abandon altogether a large sum in outstanding advances." But circumstances have very much changed since those days, and merchants who have the principal relations with the growers of cotton up-country now declare that they are perfectly well able to protect their own interests, and require no special legislation to help them. The influences which have been at work in producing these changes are ably and fairly described by Mr. Rivett-Carnac, the Cotton Commissioner for the Central Provinces and the Berars, a man of great experience in the cotton districts, who did much towards establishing cotton markets in the interior, and to whom, your Memorialists believe, Mr. Ravenscroft and others have justly looked up as a great authority on the subject. It was his opinion that buying agencies in the districts were the one remedy for adulteration likely to prove effective, and his description of that system which had then just been introduced into his districts will be read with the greater interest, for it continues to be attended with the happiest results in preserving and improving the quality of the cotton of the Central Provinces and the Berars, where no Cotton Frauds Act is in force. In the Report for 1868-69, page 124, he writes :—" In my last report, a belief was expressed that, if the producer could be brought into more direct communication with the consumer, the one would soon learn that the other requires a clean, sound cotton, and would also realise that in the long run it pays better to bring good cotton to market than bad. The inducement to adulterate being thus removed, a decrease in the practice might not unreasonably be expected. Although it has still many of the difficulties to deal with which a trade long in the hands of a certain class of natives is likely to offer (and during the past season these difficulties have been severely felt), the system of purchasing cotton through European agents in the interior is progressing; the number of full-presses has increased; the facilities for transport are being perfected; and a Bombay merchant, if he requires pure Oomraotee cotton,

can now without difficulty purchase it from a European agent in the interior who will ascertain whether the loose bags in which his customer brings his cotton to market contain dirt or stones, and who will ensure the consignment reaching Bombay in good condition in neatly packed full-pressed bales. I believe if this system could be generally adopted, less would be heard of the adulteration of cotton. In fact, the system would amount to this—the European agents in the interior would act as a well qualified, interested, and hence in every way most efficient body of inspectors. My views on this subject, such as they are, will be found expressed at some length in a correspondence with the Chamber of Commerce, Madras, given in Appendix E. to this Report." The Chamber of Commerce at Madras had asked Mr. Rivett-Carnac to give an opinion on the Cotton Frauds Act in Bombay, and in answer to the request he wrote (see Report 1868-69, page 216,) :—" Whilst crediting the Cotton Frauds Act with certain merits, I have always held that there are influences at work in these provinces which are quite as powerful to prevent the adulteration of cotton as the stringent provisions of Bill. This view I express solely with reference to the part of the country in which I serve, and of the circumstances of which I may be supposed to possess some knowledge, and regarding which I have perhaps acquired some right to speak. These influences and their effects I have attempted to describe in the concluding chapter of my Report for the year 1867-68, to which allusion has already been made, and a copy of which accompanies this letter for facility of reference. During the last two or three years a great change has taken place in the manner in which our trade is conducted. * * * You will see then that, in my opinion, the most successful means for preventing adulteration is to bring the cultivator and the European purchaser of cotton into direct communication. The European agent now comes into the market and pays a high price for good cotton, whereas he will not touch inferior or adulterated stuffs, save at a considerable reduction below the prevailing rate for good cotton. The system of examining and sampling the *dokra,* or loose bag, in the up-country markets is so thorough, that there is not much chance of 'false packed' cotton passing unchallenged. The ryots now have good reason to know that they will be paid according to the quality of the article they bring to market, and as

there is a better demand for pure cotton than for inferior stuff, it really does not pay them to mix dirt with good cotton, which, in its pure state, is sure to fetch a good price, and to run the risk of getting but half for the mixture. The cotton once in the hands of the European agent, there is no fear of his adulterating it. He has his constituents to please, and his reputation as a skilful cotton sampler to keep up. He selects the best cotton he can get, and the steam press, close at hand, packs the bale, binds it securely with iron bands, and precludes the possibility of its being tampered with on its journey from the up-country market to the manufacturers' premises in Europe. The more generally this system, which is still imperfect, and has yet many difficulties to battle with, can be extended, the better prospect is there of enlisting that powerful agent, self-interest, on our side and making it militate against adulteration. And the moral I would desire to draw from the above remark is, that on the perfecting of the means of communication in the interior, and on the removal of the many difficulties which now beset the path of the European merchant in Central India, we must depend quite as much for the prevention of the adulteration of cotton as on any other means which it may be within the power of Government to adopt. Such, at least, has been my experience, and believing firmly in this remedy, I have, under the instructions of Government, busied myself in ascertaining what arrangements could best be made to facilitate the means of communication with the cotton districts; and the construction of branch railways, the opening out of roads, and the improvement of telegraphic and postal communications, and other similar measures have been steadily urged."

Thus in the opinion of Mr. Rivett-Carnac, in 1869, the most efficient mode of preventing adulteration was to bring the European exporter and the cultivator into direct communication, and the soundness of that opinion has been borne out by the excellent quality of the cotton which we now get from the Central Provinces and the Berars. What could not, from the circumstances of the trade in 1863, be then effected, has since, with improved means of communication with the cotton districts, been accomplished, and in the perfecting of these facilities of communication the cotton trade has a complete security against adulteration, which the Cotton Frauds Act is, in any circumstances, powerless to prevent. The Act, which was for a short time nominally in

force in Berar, was expunged from the list of the Acts applicable to that province in 1873, and the appointment of Commissioner of Cotton was abolished by the Government of India on the 11th November, 1874, on the ground that cotton should, like other articles of Indian production, be left to private enterprise, and that there was no reason why it should, now that the trade had found its level, continue to be treated exceptionally. The cotton trade in the Berars has since been left entirely to itself: the quality of the cotton has never been surpassed, nor from the facilities of direct communication now enjoyed between the European merchants and the native grower, and the knowledge of the ryot that he is paid for his cotton according to its quality, is there any probability of its deterioration hereafter.

What improved communication and private enterprise have effected in the Central Provinces, Berar, and Guzerat, in the improvement of the quality of the cotton of those districts, where the Act was either not in force or admittedly powerless to prevent adulteration, they will, in like manner, it is needless to observe, effect in other districts, when the exigencies of the trade require it. We feel that we cannot too strongly impress upon your Lordship the fact, that it is to these causes only that whatever improvement has taken place in Indian cotton is due, that it will be entirely owing to these causes that the improvement will be continued and extended, and that as the Cotton Frauds Act has hitherto been wholly inoperative, it will, no matter how stringent its provisions are made, be equally powerless and useless hereafter.

That your Memorialists desire to bring to your Lordship's notice the injustice of levying fees on the cotton of the Central Provinces and the Berars and on the cotton grown in native territory, which is full-pressed up-country, and comes down to Bombay ready for shipment. No part of this cotton comes at any time under the supervision of the inspectors, and the fee imposed under the Act is, therefore, a tax in the shape of a transit duty levied on all such cotton for the maintenance of the Cotton Frauds Departments in Bombay.

That your Memorialists desire to correct the inference deducible from the statement made by Mr. Ravenscroft that though the local merchants had protested in strong terms against the Act they either could not, or did not choose to come before the Commission and give evidence against it. Now it was well known to the Commission that several

merchants were prepared to come forward and give evidence, but no intimation was sent to them of the day on which their attendance would be expected. When a Commission is sitting at home the usual course is to request the Secretary to write to any gentleman whose evidence it may be considered desirable or necessary to take asking him the nature of the evidence he would be able to give and appointing a day for him to attend, instead of merely advertising in the newspapers; and if that rule had been followed with regard to the Commission in Bombay many gentlemen would have come forward and have given evidence before it. Your Memorialists can only suppose that this was not done because the members of the Commission considered that they had sufficient evidence before them of the inutility of the Act.

That your Memorialists respectfully desire your Lordship's attention to Mr. Ravenscroft's allegation that Act IX. of 1863 either as it stands, or with some modifications on the same principle, is in accordance with the views of the leading mercantile men in Manchester and Liverpool. We have, on the contrary, reason to believe that the Manchester Chamber of Commerce is as a body opposed to any such legislation; and judging from the enlightened principles which that chamber advocates, it is unlikely that it would support the continuance of a law which imposes an unnecessary tax on the raw cotton of Western India for the benefit, as is alleged, of Manchester manufacturers.

For these reasons, your Memorialists respectfully desire to express the hope that your Lordship will be pleased to reconsider your decision of the 27th January 1876 and to order that the Bombay Cotton Frauds Act be repealed, but if your Lordship still persists in maintaining it, they pray that, for the reasons given in the memorial to H. E. the Viceroy and Governor General of India, appended hereto, your Lordship will disallow the new Bill of 1877.

And your Memorialists, as in duty bound, will ever pray.

At the request, and on behalf of the Memorialists,

DONALD GRAHAM,
Chairman, Bombay Chamber of Commerce.

J. GORDON,
Secretary, Bombay Chamber of Commerce.

No. 3408 of 1877.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 30*th May* 1877.

To the SECRETARY to the CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed to state for the information of the Bombay Chamber of Commerce, that the Memorial of the Mercantile Community of Bombay forwarded with your letter of the 4th instant, was sent to the Secretary of State for India on the 28th idem.—I have, &c.,

D. MACKENZIE,
Acting Under Secretary to Government.

CHAMBER OF COMMERCE, MANCHESTER, 1*st June* 1877.

J. GORDON, Esq., Secretary Chamber of Commerce, Bombay.

DEAR SIR,—I beg to acknowledge receipt of your letter of the 7th ultimo, accompanying report of meeting of the Merchants of Bombay, and Memorials to the Viceroy, and the Secretary of State for India, respctively, all relating to and in condemnation of the Bombay Cotton Frauds Act and of the new Bill on the same subject which passed the Legislative Council of India on the 3rd of March last.

The letter was duly laid before the Directors of this Chamber at a meeting held on Wednesday last the 30th ultimo. I have now the pleasure of forwarding for the information of your Chamber copy of a Memorial addressed to Lord Salisbury praying that he will withhold his sanction from the Bombay Cotton Frauds Act 1877.—I have, &c.,

THOS. BROWNING, Secretary.

MANCHESTER, 9*th May* 1877.

To the Most Honourable the MARQUIS OF SALISBURY, Secretary of State for India, &c. &c. &c.,

The Memorial of the Directors of the Manchester Chamber of Commerce, by their Chairman,

RESPECTFULLY SHEWETH,—That your Memorialists are deeply interested in the promotion of a cheap and abundant

supply of cotton, the staple of the industry of the district of Lancashire.

That in consequence of systematic frauds committed in the packing of Indian Cotton, the Government of India in Council, made the practice of adulteration of cotton a penal offence, under the Act known as the Bombay Cotton Frauds Act 1863 ; and as your Memorialists are informed, the said Act is now to be replaced by a new and amended Act, which passed the Legislative Council of India on the 3rd March in this year.

That in a letter from His Excellency the Governor of Bombay addressed to your Memorialists in 1873, their opinion was requested as to whether the Cotton Frauds Act of 1863, "should be cancelled, modified, or maintained, as it at present exists;" and the reply duly forwarded to His Excellency was conveyed in the following resolution, namely :—

"That from information received, the Directors of the Manchester Chamber of Commerce, believe that the condition of the cotton imported from Bombay has during late years materially improved, but they also believe that this may in some measure be attributed to the natural operations of trade, and the facilities now afforded to European merchants for dealing in the interior of India.

"That the Directors are not at present prepared to recommend the absolute repeal of the Cotton Frauds Act 1863, preferring that the Bombay Government should institute such modifications as the circumstances within their immediate knowledge, may appear to suggest.

That subsequent experience, abundantly confirms the opinion then expressed, and that cotton imported from India has maintained a uniform character for quality and purity on delivery into this country. That this is due as your Memorialists believe, to the improved facilities for selection by Europeans, where the cotton is produced ; and the perfect control the merchant now holds in the protection of his own interests, independent of any special legislation.

That special legislation applying to cotton, and which extraordinary circumstances and a pressing necessity could alone justify, is now no longer necessary ; the means of direct access to the cotton field, and the greater skill and knowledge of the merchant, together with the improvement in the character of the native grower, having placed the

cotton exporters in India, in a position in which the general criminal and civil law of the country, supplies a sufficient remedy in case of default.

That the retention of the Cotton Frauds Act, is therefore needless for any benefit it can confer, whilst it is irksome and vexatious, and imposes a special tax on the merchant in India, which he has to bear in a competition with the cotton produce of America.

That your Memorialists respectfully deprecate the passing of the Bombay Cotton Frauds Act of 1877, into a law, as tending to perpetuate a special and vexatious form of legislation, oppressive to the merchant and injurious to the interests of cotton production in India.

For these and other reasons, your Memorialists therefore pray, that your Lordship will be pleased to take the subject of the Cotton Frauds Act into your early consideration; and having regard to the important interests affected, it is hoped that your Lordship will see sufficient ground, for the exercise of a beneficial interference, by withholding your sanction from the Bombay Cotton Frauds Act of 1877, and for the removal of any existing special legislation, applying to cotton beyond that of the general criminal and civil law of the country.

And your Memorialists, &c., &c.

EDMOND ASHWORTH, President.
THOMAS BROWNING, Secretary.

THE INCORPORATED CHAMBER OF COMMERCE OF LIVERPOOL.

LIVERPOOL, *4th June* 1877.

J. GORDON, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I am this day favoured with your letter of the 14th of May, the subject of which I shall take an early opportunity of bringing before the Council of this Chamber. —I am, &c.,

WILLIAM BLOOD, Secretary.

To the Most Honourable the MARQUIS of SALISBURY, Her Majesty's Secretary of State for India.

The Memorial of the Incorporated Chamber of Commerce of Liverpool.

RESPECTFULLY SHEWETH,—1. That in a copy of a memorial of the mercantile community of Bombay, adopted in public meeting assembled, addressed to the Right Hon. Lord Lytton, Viceroy and Governor General of India, dated the 20th of April, 1877; also that in a copy of a Memorial addressed to your Lordship from the commercial community of Bombay, dated the first of May, 1877; together with a copy of the proceedings of a public meeting of the merchants of Bombay, to protest against the new Cotton Frauds Bill, held on the 23rd March, 1877, transmitted to your Memorialists by the Chamber of Commerce, at Bombay, your Memorialists are informed of the opinion and feeling of the merchants of Bombay with regard to the continuance of the Bombay Cotton Frauds Act, No. IX. of 1863, and also with regard to the new Cotton Frauds Bill, 1877, becoming law.

2. That in a communication received from the Bombay Chamber of Commerce, dated the 14th of May, 1877, the Chamber points out that, owing to various influences which have been at work wholly independent of, and in no wise traceable to, the operation of the Cotton Frauds Act, No. IX. 1863, a great improvement has of late years taken place in the quality of Indian cotton, and that the commercial community of Bombay are unable to allege any benefit which the Act has conferred on the cotton trade of Bombay, although it costs the trade annually about £20,000 in a tax levied to defray the expenses of the establishment maintained for the purpose of the Act.

3. That the Bombay Chamber also points out to your Memorialists that the opinion of the commercial community of the presidency being very strong against the continuance of this special legislation, a commission was, in 1874, appointed by the Government of Bombay to inquire into the working of the Act of 1863, with a view to advising Government as to the expediency of retaining it in its present, or in a modified form, and that the commissioners, with one dissentient, were of opinion that the Act of 1863 should be placed in abeyance.

4. That the dissentient referred to was Mr. Ravenscroft, the Chief Secretary of the Bombay Government, and the

Bombay Chamber desire particularly to call the attention o your Memorialists to the fact that in the proceedings of the Legislative Council, Mr. Ravenscroft, who had charge of the new bill of 1877, laid great stress upon the assertion that when he was in England in 1874, he was assured by men of the highest rank in the cotton trade at Liverpool and Manchester that the Act as it then stood on with modifications on the same principle was in accordance with their views, and the views of the majority of the leading commercial men of England.

5. That the Chamber of Commerce at Bombay call the attention of your Memorialists further to the fact that Mr. Ravenscroft did not give the name of the gentlemen who favoured him in 1874 with the foregoing opinion, and that accordingly, they do not know what value to attach to that opinion.

6. That the statement of Mr. Ravenscroft referred to above is entirely new to your Memorialists.

7. That having considered the representations made to your Lordship and to the Viceroy of India in the memorials referred herein, as well as the representations contained in the communication received from the Bombay Chamber of Commerce, also referred to, your Memorialists concur in the prayer of those memorials, and are of opinion that special legislation with regard to the cotton trade of Bombay is oppressive and unnecessary, and ought to cease.

8. Your Memorialists therefore pray that your Lordship will cause the Cotton Frauds Act, No. IX., of 1863, to be repealed, and that you will with-hold your assent to the New Bill, No. 1, of 1877.

Given under the common seal of the Incorporated Chamber of Commerce of Liverpool, this seventh day of July, 1877.

SAMUEL SMITH, President.
WILLIAM BLOOD, Secretary.

APPENDIX X.

THE PORT TRUST.

ADMINISTRATION REPORT FOR THE YEAR 1876-77.

The revenue for the year 1876-77 was estimated at Rs. 14,31,669, and the expenditure (exclusive of interest) at Rs. 7,26,196. Supplemental estimates were sanctioned by the Trustees, and by Government, during the course of the year for a further expenditure on revenue account of Rs. 35,528, which left Rs. 6,69,945 as the estimated sum available to meet interest, while the amount required for that purpose was estimated at Rs. 8,61,340.

But the result of the year's working has been more satisfactory than was anticipated, the revenue collected being Rs. 14,84,437, and the expenditure Rs. 7,28,421, leaving available to meet the interest due to Government Rs 7,56,016, which is 3·53 per cent. on Rs. 2,14,25,624,—the amount of interest-bearing capital,—the percentage in 1875-76 having been 3·84. The revenue for 1876-77 was Rs. 81,203 less than that of the previous year, and the expenditure in 1876-77 was Rs. 10,746 less than that of 1875-76.

2. The various causes which have been in operation, either to reduce or to swell the Trustee's revenue, are detailed in the Traffic Manager's report, and may be summarised as follows :—

The principal increase is in the revenue from grain. On the Elphinstone property is situated the Grain Market of Bombay ; from the bunders on that property the imports and exports of grain are chiefly made, and, on account of the scarcity of grain in the Deccan, large quantities have been imported and exported since October last. Not only was the " Ryan" Market, built to contain under its roof 200,000 bags of grain, quite full, but the yards between the sheds, and an area outside as extensive as the market itself, were occupied with grain piled 12 or 15 feet high.

The result has been that whereas in 1875-76 a revenue of Rs. 95,800 was derived from grain, in 1876-77 a revenue of Rs. 1,87,750 was earned from the same source.

3. The imports of coal and coke very much exceeded those of 1875-76, giving an increase of Rs. 7,095. This is due to the heavy demands of the numerous spinning mills recently erected in Bombay. There was also a considerable increase from firewood and other woods diverted from Mazagon to Chowpatty Bunder and to the Elphinstone Estate.

4. In seeds there was a considerable increase in quantity, but the revenue earned was (Rs. 55,900 in 1876-77 against Rs. 73,200 in 1875-76) Rs. 17,300 less, because of the reduction in the wharfage-fee from nine annas to six annas per ton, which was referred to in last report, but which only came into force in April 1876.

5. A diminution in revenue to the extent of Rs. 14,280 has been caused by smaller imports of sugar, a storm at the Mauritius having partially destroyed the sugarcane crop; and the receipts from machinery and State railway materials show a falling-off of Rs. 18,445.

6. But the most serious decrease has taken place at the Custom House Bunder. There, the revenue has fallen from Rs. 1,95,364 in 1875-76 to Rs. 1,05,945 in 1876-77. Some of this is due to the diversion of the seed trade from this bunder to the Elphinstone Bunders, but it is chiefly attributable to the competition of owners of private properties. Until July 1876 the Customs Bunder was the only place authorised for the shipment of opium. In order to enable the Trustees to reduce the wharfage-fees on certain classes of low-priced goods without sacrificing revenue, they, in August 1874, raised the fee on opium, which from its value could well bear an enhanced rate, from eight annas to a rupee per chest. When, therefore, the Sassoon Dock was declared open for the shipment of opium, although the fee was at once reduced again to eight annas per chest, it was still possible for the owners of the Dock, who are themselves the largest shippers of the drug, to effect a considerable saving, as well as to add to their Dock revenue, by transferring their exports there; and this they accordingly did.

The loss from wharfage on this article alone has been Rs. 18,000.

7. Because of the low rates of landing, wharfage, and warehouse charges made at the Sassoon Dock, and the Colaba Company's bunders, a large proportion of the imports of general cargo arriving by Canal steamers was taken to these wharves; bulky articles, such as iron and other metals, being, as heretofore, taken to Port Trust bunders. Formerly the bulk of general cargo arriving by square-rigged vessels was dealt with at the Customs Bunder, and the loss during the past year from the transfer of such goods is estimated by the Traffic Manager at upwards of 100,000 tons, or Rs. 52,800 for imports and Rs. 20,000 for exports, exclusive of opium.

8. While the Trustees' revenue has thus suffered from the competition of the Sassoon Dock and of the Colaba Company on the south side, a similar competition has been entered upon by the Mazagon Company on the north. The Agents of that Company, by means of their undoubted personal influence, have been able to divert a portion of the coasting trade, such as coir, coir yarn, copra, betel-nut, and spices, from the Trustees' bunders to their own. The loss of revenue thus entailed is estimated at Rs. 35,000 for the year.

9. An attempt, which was partially successful, was likewise made by the Mazagon Company to induce the native cotton dealers to remove the Cotton Market of Bombay to Mazagon. An enhancement of the ground-rent charge at Colaba from twelve annas to the old rate of a rupee per square yard per annum, made at the suggestion of and simultaneously with the Colaba Company in October last, was seized upon as a reason why the cotton dealers should leave the market which for many years had been at Colaba, and should take their cotton to Mazagon. This increase in ground-rent agreed to by the Trustees, would have added a quarter of an anna to the price of each bale of cotton; and when it is remembered that the value of each bale exported from Bombay is about Rs. 100, and that the Mazagon Company's land is situated three miles from the European merchants' offices, and as great a distance above where the ships that carry away the cotton are anchored, the inadequate nature of the cause assigned for the attempted

removal of the market becomes apparent. The inconvenience to merchants of having the cotton market divided into two portions, situated about four miles from each other, was much felt, and the largest European exporters, backed by the Chamber of Commerce, earnestly called on the Trustees to make such a reduction in their rents as would at all events remove the cause to which a section of the dealers had attributed their removal from the old storage-ground. Although the Trustees did not consider that their action in increasing the storage rate was other than just and reasonable, yet they could not but attach much weight to the representations made, and seeing that the public interests at stake were so large, they decided, as the most effective manner of granting the relief sought, to abolish altogether the ground-rents on the Cotton Green, and to substitute a fee on each bale brought on to their ground, at the same time modifying the wharfage-fee on export. This change was approved by the Chamber of Commerce, and will, it is hoped, have the desired effect of retaining the Cotton Green at Colaba. The export of cotton from the Apollo Reclamation in 1876-77 has largely exceeded that of the previous year; but, owing to the wharfage rate on export having been reduced to the extremely low charge of half an anna per bale, the receipts are only slightly in excess of those of 1875-76, whilst there has been a direct loss of nearly Rs. 8,000 on ground-rent; the loss would have been comparatively trifling if the change had been made at the commencement of the season, and if the trade had been as active as usual.

10. In order, however, to make room for the cotton trade, the Mazagon Company were compelled to refuse space on their bunder to the firewood dealers, who accordingly returned to Chowpatty, where they had formerly been accommodated. The Trustees' receipts from that bunder have, as a consequence, been increased by Rs. 1,410 as compared with the previous year.

11. Finding it impossible to make satisfactory arrangements with any of the local landing agents for the hire of the Trustees' plant, and finding themselves at a disadvantage as compared with the private companies, who could make arrangements with landing contractors for bringing goods to their bunders, the Trustees, with great hesitation,

resolved to undertake the landing and shipping of cargo through the agency of their Traffic Manager. This arrangement, sanctioned in October last, has not yet had a sufficient trial, and, owing to the fact that Rs. 3,074 of the cost of extraordinary repairs to the barges, to fit them for landing cargo, has been charged against the past year's revenue, no direct profit is shown in the account. The Trust has, however, secured its wharfage-fees on goods which might otherwise have been taken elsewhere, and there is every likelihood of the work becoming directly remunerative.

12. It may be well here to state that, in order further to meet the competition with which they have been so vigorously assailed, the Trustees, in September last, submitted to Government for sanction a reduced scale of wharfage-fees. Although the matter has since been brought to the notice of Government, no decision has been come to, the Government intimating that they are awaiting the result of the consideration of the subject by the Government of India. It is apparent that, with such a check upon their action, the Trustees are at a disadvantage as compared with the owners of private foreshore properties, and that they cannot in such circumstances fully develop the properties entrusted to them, or prevent traffic, which has for long years been accommodated at the Port Trust bunders, from being enticed elsewhere.

13. The Trustees' revenue from ground-rents has remained at about the same figure as the previous year—a somewhat larger area having been occupied at slightly reduced rents. New leases for terms varying from ten to ninety-nine years have been granted during the past year for 2,362½ square yards on Elphinstone Estate, and for 562 square yards on Mody Bay Estate.

14. To turn to the harbour portion of the revenue, Port-dues have yielded an increase of Rs. 27,500 above the estimate, and Rs. 13,322 more than was earned during the previous year. This increase has taken place on the dues both on square-rigged and on native craft. The returns furnished by the Deputy Conservator show that the number and tonnage of steamers trading to the port have, as compared with the previous year, remained stationary, but that there has been an increase in the number and tonnage of

square-rigged sailing ships; 516 of the latter aggregating 485,037 tons having arrived or departed in 1875-76, as against 544 ships of 548,301 tons in 1876-77. The increase in native craft, Rs. 5,662, is chiefly owing to the large number of boats engaged in transporting grain.

15. The receipts from water-supply to the Shipping show an increase of Rs. 7,900 over the estimate. Towards the close of the year it was found that the steam water-barges required a complete overhauling if they were to be used any longer for the supply of water to the Shipping. In view of the early completion of the Prince's Dock, where it is expected a large proportion of the Shipping will obtain their supply direct from the Dock pipes, the Trustees would, if possible, have avoided spending any considerable sum on the water-barges. They therefore advertised for a contractor to undertake the supply of water to the Shipping, but none of the tenders received seemed to the Trustees to offer advantages sufficient to counterbalance the drawback of having the supply removed from beyond their control. Such repairs to the barges as are absolutely essential are therefore being effected, and the supply will continue, as hiherto, in the hands of the Trustees.

Since the water-supply was undertaken by the late Harbour Board in 1867 until 31st March last, the Municipality have charged only a fourth of the public water-rate for the supply to the Shipping, and that rate, instead of being paid in cash, has been taken in liquidation of a debt due by the Municipality to the Harbour Board. Now, however, the Municipality have intimated that they will charge the public rate of 12 annas per 1,000 gallons. An account has been made up of the receipts and expenditure in connection with the water-supply to the Shipping from the time that it was transferred to the late Harbour Board, and it has been found that, after making the necessary allowance for interest and depreciation, the barges still stand at more than they are now worth. The rate charged to the Shipping, Rs. 8 per 1,000 gallons, may appear somewhat high, but in view of the increased water-rate charged by the Municipality, and of the price at which the water-boats still stand, the Trustees have resolved for the present to make no change.

16. The receipts from Pilotage show an increase of Rs. 11,600 over the estimate. It is intended that the

Pilotage service shall be self-maintaining, and that the whole of the receipts shall be spent on it. It will be seen that this has been done in the accounts now presented, a sum of Rs. 11,367 being set aside as the nucleus of a fund to provide for the replacement of the schooners when worn out.

17. The rules laid down by the late Harbour Board for the conduct of the Pilotage service, were not easy of construction, and the Pilots were not satisfied with the manner in which they had been interpreted. With the concurrence of Government and of the Trustees, the questions in dispute were submitted to the High Court, and the decision given was in favor of the Pilots. Under that decision, a sum of Rs. 95,659 was paid to the Pilots out of the balance of monies left in the hands of the Accountant-General belonging to the late Harbour Board, and a further sum of Rs. 10,893 had to be paid out of the Trustees' revenue, because they had, until September 1875, continued to follow the practice of the late Harbour Board in their mode of paying the Pilots.

In order to avoid future complications of a like nature, the Trustees framed a new set of rules, which received the sanction of Government, and which came into force on 1st September 1876.

18. The decrease in expenditure as compared with the estimates, which has been already referred to, is spread generally over the various departments, the only items which require special mention being Rs. 2,500 and Rs. 4,000, which were set aside for a new burner and lamp for Kennery Light, and for new apparatus and lantern for Dolphin Light, respectively. These sums not having been paid last year, will be met from the current year's revenue.

19. In accordance with the previously expressed intention of the Trustees, the work of substituting permanent beacons for buoys on the various dangers in the harbour has been proceeded with. Four new beacons have, during the year, been erected—two on Colaba reef, one on Cross Island reef, and one on Oorun patch—at an aggregate cost of Rs. 17,360, which has been charged against revenue.

20. The arrangements made by the Municipality for expediting the discharge of nightsoil from Carnac Bunder depot into the harbour, were brought into operation in May

last. The discharge is made in less time than before, and the offensive smell at the point of discharge is probably somewhat lessened, but the Trustees' property is seriously damaged by the depot and discharge-pipe being situated where they are; the mud in the basins is so impregnated with nightsoil that much sickness amongst the boatmen frequenting the basins, the labourers employed on the bunders, and the clerks engaged in collecting the Trustees' revenue, has been the result. The matter is one of much importance to the Town as well as to the Trust.

21. The roads on the Trust property have not yet been transferred to the Municipality, and an allowance of Rs. 15,000 was made by the Municipality to the Trustees, as the equivalent of the cost of maintaining the roads. The Municipality have also lighted with gas the Bridge roads, the Carnac Bunder road, and the whole length of the Frere Road from the Fort to Waree Bunder.

22. An endeavour was made during the year to get the G. I. P. Railway Company to allow a road to be carried across Waree Bunder so as to connect the Frere Road with Lawrence de Lima Street in Mazagon; but the danger that would be incurred by crossing so many lines of rail on which the Railway stores traffic is conveyed, was urged as a reason for withholding consent. When, however, the Railway Company have transferred a part of their establishment to Parell, and have given back to Government a portion of their Waree Bunder land, as will shortly be done, it is understood that this much-needed improvement will be carried out.

23. The Trustees were involuntarily involved in a dispute with Mr. Nusserwanjee Ardeseer Wadia, in connection with the boundaries of the Trustees' property at Sewree; and, as the most effectual means of terminating it, they have agreed to purchase for Rs. 16,000 all Mr. Nusserwanjee's land to the southward and eastward of the Sewree Road.

24. In regard to "New Works," the Chief Engineer's report, which is published herewith, gives a complete description of what has been done under his supervision. The amount spent on Prince's Dock during the year has been Rs. 21,04,202, which brings the total expenditure on that work up to Rs. 26,91,884, out of an estimated total (exclu-

sive of interest) of Rs. 67,43,397. As the Chief Engineer remarks, the work is being rapidly pushed forward, so that, instead of taking six years, it will probably be finished within four years.

25. Government have agreed, on the recommendation of the Trustees, to the entrance to the dock being at right angles to the eastern wall, instead of being pointed in a south-easterly direction towards the mouth of the harbour. This entrance, while admitted by the nautical advisers of the Trust to be preferable for vessels using the southern (which is the sanctioned) channel of entrance, has the advantage of being also more suitable for the northern channel, should it ever be found desirable to approach the dock from the north. Consequent on the change in the position of the entrance, the completion of the permanent wall along the entire eastern face of the dock has been sanctioned at an additional estimated cost of Rs. 3,63,800.

It has also been decided to excavate the mud out of the inside of the dock, instead of dredging it as was originally proposed. The work of excavation is thus going on simultaneously with the construction of the walls. The material removed is being deposited in Mody Bay, and the Trust will thus gain about 30 acres of valuable reclaimed land at no cost.

26. There has been much deliberation regarding the width of the dock entrances. As originally planned, each was fixed at 60½ feet. This the Master Attendant considered too narrow, and he recommended 70 feet. The question was referred by the Resident Transport Officer to the Admiralty, in connection with the width which they would consider it desirable to have for the admission of the troop-ships into the Dock. They decided that 64 or 65 feet was desirable, and the Trustees therefore considered it advisable, though not absolutely necessary, to widen one of the gates to 66 feet; the northern entrance will therefore now be 66 feet, and the southern 55 feet, this latter width being considered sufficient for any of the merchant-ships that frequent the port.

27. The question of the sufficiency of the depth of water allowed on the dock-sill was also raised, and it was deemed prudent to increase it by lowering the sill as well as the

floor of the dock $1\frac{3}{10}$ feet, which will give a depth of water of 22′ 6″ on the sill on the lowest tide of the year.

28. The change in the width of the gates will not add to the cost of the dock, but to give the increased depth will cost nearly a lakh of rupees.

29. Plans and estimates were submitted by the Chief Engineer for a dry dock to be constructed inside the Prince's Dock, with the alternative of removing the Hydraulic Lift from Hog Island to the Prince's Dock. But as neither work could be carried out for a less expenditure than 8 lakhs of rupees, and as it seemed to the Trustees that a fair return upon such an expenditure could not be expected, the scheme was not approved.

30. With regard to other new works which are not chargeable to revenue, the accounts show that the Trustees were able to make provision for them from the proceeds of sales of plant and stores, so that it was not necessary to have recourse to Government for a loan.

31. The Chief Engineer has so fully described the various works executed, that it only remains to notice the few that were provided for in the estimates, but that were not undertaken. The chief of these is the Light House on the Sunken rock, for which an allotment of Rs. 29,000 was made. The plans and estimates for this important work, which would do away with the need for the inner light-ship, have been passed by the Trustees; but as there is a possibility of the Light House interfering with the carrying out of the Harbour Defence plans, Government have hitherto withheld their sanction.

32. Provision was made for an expenditure of Rs. 15,043 on the extension of Mody Bunder. Seeing that the Traffic Manager has been deprived of the Prince's Dock site for landing such bulky cargo as coal and firewood, this additional space is of importance, but the Engineer has not yet been able to undertake the work. The expenditure has, however, been again provided for in the current year's budget, as has also the sum of Rs. 10,000 for roads and drains on Mody Bay Estate near the Mint.

33. There have been greater changes during the past

year in the governing body of the Trust than in any former year. Major-General Ballard, who from the formation of the Trust so ably performed the duties of Chairman, left for England in June last, owing to ill-health; and was succeeded by Lieutenant-Colonel Baker. Mr. LeMesurier and Mr. Hall, both original members of the Trust, have resigned—the one to take up an appointment in Egypt, and the other to proceed to England; while the Trustees have, in common with the general community, to deplore the sad accident which deprived Captain Henry of his life and themselves of a valued colleague.

Mr. G. A. Barnett, the Hon'ble Donald Graham, and Mr. R. E. Bickerdike, have been appointed to fill the vacancies thus caused; and Mr. J. Y. Lang has been appointed to act for Mr. Kittredge, who has been allowed leave of absence.

W. A. BAKER, Chairman.

Bombay, 28th May 1877.

CHAIRMAN'S BUDGET

To 31ST MARCH 1878.

MEMORANDUM REGARDING BUDGET ENTRIES.

CAPITAL ACCOUNT.

Provision is made for an expenditure of 21 lakhs upon the Prince's Dock during 1877-78, which will bring the expenditure upon that work up to 47 lakhs, out of a total estimate (excluding interest) of 67 lakhs.

Amongst the estimates for "new works, 'ordinary,'" will be found sums of Rs. 15,000 for completing a portion of Mody Bay wharf, which is much required for the storage of coal, and Rs. 10,000 for roads and drains on the Port Trust portion of Mody Bay Estate. These items were also provided in the Budget for 1876-77, but the amounts have not been expended. The remaining works under this head have been sanctioned by the Trustees during the current year, and the total expenditure on new works "ordinary" is estimated at Rs. 4,76,410, of which it is expected that Rs. 56,950 will be recovered from sales and hire of plant, &c., and that the remainder, Rs. 4,19,460, will be advanced by Government at 4½ per cent. interest.

REVENUE ACCOUNT.

Receipts.

The estimated revenue from the various Bunders is Rs. 10,61,175, against an estimate of Rs. 11,19,250 for 1876-77. This falling-off is entirely accounted for by the loss of traffic transferred to Bunders in private hands. The competition with these Bunders during 1876-77 has resulted in a loss of revenue to the Trust, but that loss has been compensated for by the heavy imports of grain caused by the famine. It would be unwise to reckon on a similar extraordinary source of revenue during the forthcoming year, and the loss likely to result from competition has therefore been fully allowed for.

The receipts from Port Dues, Pilotage Fees, and other sources of Harbour revenue, is estimated at Rs. 12,725 more than in 1876-77. Of this, Rs. 6,000 is for increased receipts from Port Dues, Rs. 4,000 from water to be supplied to shipping, and Rs. 2,000 from Pilotage Fees. These increased estimates are justified by the actual receipts during the current year.

The revenue from Foreshore Rents, and from Interest, shows an estimated increase of Rs. 1,780 accruing from the rent of a portion of one of the tidal basins at Colaba, and from interest on the proceeds of land sold on the Imperial Mody Bay Estate.

Expenditure.

The estimate for expenditure on Bunder properties is very similar in amount to the estimate for 1876-77, being Rs. 3,18,400 against Rs. 3,09,157 ; but it will be observed that the latter amount includes the supplemental estimates that have been brought forward during the currency of the year, while the former amount only provides for such expenditure for 1877-78 as can now be foreseen to be required.

An examination of the details will show that, on the Bunder establishment employed in the collection of revenue, there is an increase of Rs. 3,887, caused chiefly by the extra cost of collecting Town Duties and granting refunds. The work in this department has of late been increased, and a corresponding increase in the staff has been found indispensable. The cost of repairs and maintenance of Bunders remains at about the same figure as for 1876-77. The system which was followed by the late Elphinstone Com-

pany, of spreading the cost of temporary buildings over a series of years, instead of charging it wholly against the year in which the expenditure may be incurred, has, in some instances, been adopted by the Trustees, and the result is an increased transfer on this account of Rs. 7,490 from revenue to capital, as compared with the previous year. Rs. 20,000 has been set aside for "contingent works," as against Rs. 10,000 in the former budget, it having been found by experience that the latter sum was inadequate. On the other hand, Rs. 12,095 was set aside for certain new works specifically mentioned in the Budget for 1876-77, while the only similar item in the Budget for 1877-78 is a provision of Rs. 4,000 for temporary accommodation for the grain trade.

The aggregate expenditure on Harbour properties is estimated at Rs. 5,459 less than for 1876-77.

The chief differences are the following :—Rs. 20,000 is put down for repairs to water-boats against Rs. 4,000 for 1876-77. If the plan for the supply of water to the shipping through the medium of a contractor, which the Trustees have provisionally approved of, be carried out, none of the expenditure under the head of "water-supply to shipping" may have to be incurred; but, pending the final settlement of the question with the Municipality and with a contractor, it has been judged expedient to make provision for the supply being effected as hitherto by the Trustees.

Rs. 3,000 has been included in the estimates for removing a shoal which has been discovered at the anchorage near the Dolphin Light.

On the other hand, while four new stone beacons, at a cost of Rs. 20,428, were provided for in the estimates for 1876-77, only Rs. 2,500, being half the cost of a beacon on Shewa Spit, is included in the present budget.

A new life-boat for Kennery, to cost Rs. 1,500, is budgetted for, the old-boat being worn out. As customary, the whole receipts from Pilotage, Rs. 1,06,000, are to be expended on the Pilotage Service, including maintenance of schooners, &c., as is shown at page 14 of the estimates.

The Bunder Rents and Interest payable to Government stand, practically, at the same figures as for 1876-77, as does also the expenditure on general charges.

W. A. BAKER, Chairman.

Bombay, 8th February 1877.

SUMMARY.

ESTIMATE of EXPENDITURE and INCOME on Revenue Account in Year to 31st March 1878.

Estimates for 1876-77, including Supplemental Estimates.		Rs.	a.	p.
	EXPENDITURE.			
Rs.				
3,09,157	1. On Bunder Properties, as per Part II. Section I. of Budget	3,14,800	0	0
2,60,759	2. „ Harbour Property, Light Houses, Light Ships, Pilotage, &c., as per Part II. Section II. of Budget	2,41,510	0	0
9,90,828	3. „ Rents, and on Interest payable to Government, as per Part II. Section III. of Budget	9,91,100	0	0
62,322	4. „ General Charges, as per Part II. Section IV. of Budget	59,900	0	0
16,23,066		Rs. 16,07,310	0	0
	INCOME.			
11,19,250	1. From Bunder Properties, as per Part II. Section I. of Budget	10,61,175	0	0
2,70,375	2. „ Port Dues, Pilotage Fees, and other Harbour Earnings, as per Part II. Section II. of Budget	2,83,100	0	0
42,044	3. „ Rent of Government Properties on the Foreshore, as per Part II. Section III. of Budget	43,825	0	0
14,31,669		Rs. 13,88,100	0	0
Deficit. 1876-77.				
1,91,397	Deficit 1877-78—Rs. 2,19,210.			

APPENDIX Y.

THE DEFICITS IN THE REVENUES OF THE PORT TRUST.

CHAMBER OF COMMERCE, BOMBAY, *14th August* 1877.

To the SECRETARY to the GOVERNMENT of INDIA, Public Works Department, Calcutta.

SIR,—I am directed to forward, for submission to His Excellency the Governor-General in Council, the following Resolution passed by the Bombay Chamber of Commerce in General Meeting assembled, on Tuesday, the 24th ultimo :—

> "That this Chamber observes with anxiety the rapid growth of the deficit in the revenues of the Port Trust. The deficit already amounts to Rs. 3,94,681, and there is a further estimated deficit of Rs. 2,19,210 for the year ending 31st March 1878, making a total to that date of Rs. 6,13,891; and the uncertainty as to how Government will dispose of this deficit, is a source of constant apprehension to the mercantile community. The Chamber therefore resolves to urge upon the Government of India the reconsideration of the position of the Port Trust, and to request Government to intimate as soon as practicable how it proposes to deal with this steadily growing deficit."

The Bombay Port Trust was formed in 1873 in consequence of the acquisition by the State of the foreshore property in this harbour belonging to the Elphinstone Land Company. This property was, it is hardly necessary to remind His Excellency, purchased by the Imperial Goverment in concert with the Government of Bombay; and the cost of it was imposed as a special charge on the trade of this Port, although neither the trade nor the community of Bombay had ever been consulted as to the expediency of the purchase.

The Elphinstone property included not only very valuable wharves, basins, and bunders, which were yielding a steady, growing, revenue, but also an immense area of ground—about 487,000 square yards, known as the Land Estate, and comprising more than half of the whole property —which was then, and is still, considered valuable, but which then, as now, yielded little or no revenue.

The purchase was sanctioned by the Government of India under pressure from the Government of Bombay which appears to have been actuated by feelings of an extraordinarily sanguine and speculative character. In para. 5 of the memorial of this Chamber to the Government of India, dated 6th October 1874, the circumstances of the purchase are described. It was stated by the Government of Bombay, in its letter to the Government of India, dated 30th May 1871, that "the land alone, of which there is available for sale hereafter about 450,000 square yards, exclusive of the Dock Estate, may be safely estimated, at the moderate rate of Rs. 40 per square yard, to be prospectively worth Rs. 1,80,00,000;" and the correspondence between the two Governments shows that the idea in acquiring the Land Estate was, not to supply any of the acknowledged wants of the Port, but solely to re-sell it at a higher price. It is needless to observe that these sanguine estimates have never been realized. Nevertheless, the cost of the whole of the Elphinstone property was imposed as a burden on the trade of the Port: the Land Estate, which was yielding no revenue, and the bunders and basins known as the Dock Estate, which were yielding a fair revenue, were lumped together, and 4 per cent. interest on the cost of the entire property demanded. But, after the purchase had been completed, the revenues derived by Government from its properties in the harbour were found to be insufficient to meet this interest, and a burdensome system of taxation was thereupon resorted to, to make good the deficiency. A special Act, No. V. of 1870, was passed, by which taxes were imposed at wharves previously free, at landing-places on the open beach, and at fishing-villages whose boatmen never entered the harbour. By this means, and by appropriating the balance of the Port-dues which used to form the free income of the Port, 3½ lakhs per annum were raised; though, from the competition of the private bunders, these taxes are now reduced. But in spite of these new burdens

on the trade of the Port, and of the anticipations of Government that they were thus starting the Trust with an income sufficient to meet its expenditure, including interest on the capital debt, it soon became evident that the principle adopted in the Port Trust settlement, of requiring interest to be paid on capital which yielded no revenue, was fatal to any proper equilibrium in its finances; for it was immediately followed by a large deficiency appearing in the first published accounts of the Trust.

The Port Trust was established on the 26th of June 1873; and its first published accounts, made up to 31st March 1874, shewed a deficit of Rs. 1,64,861. About the same time was issued the Chairman's Budget for the following year ending 31st March 1875, the deficit in which he estimated at Rs. 1,74,450. Thereupon, the Government of Bombay concurred with the Trustees in the opinion that, in order to prevent embarrassment in the ordinary operations of the Trustees, it was most desirable that measures should be adopted to afford relief to the finances of the Trust. The Government of Bombay proposed the resumption by the State of a portion of the Elphinstone property; the Port Trustees, on the other hand, proposed the transfer of a portion of the interest-bearing debt to the non-interest-bearing debt. And the Government of Bombay, in sending on the Budget with these proposals to the Government of India, said that it would rest with the Government of India to decide in what form relief should be granted, so as to extricate the Trust from its insolvent condition.

The Budget estimate and these proposals were dealt with by the Government of India in its Resolution, in the Public Works Department, No. 401-3 A.G., dated 6th June 1874. It considered that the Port Trust was not insolvent, but only in temporary difficulties, and, in order to extricate it from these, consented to the payment of a portion of the interest being deferred, by debiting that portion to an interest suspense account, which the Government of India would not require to be reduced or discharged, except from special receipts as from sales of land, surplus of Dock receipts, or other special receipts, as might be agreed upon. It would thus avoid foregoing any claim to the interest to which the Imperial revenues had a right, and declined to revise, to the detriment of its revenue, the arrangements

that had been carefully settled, or even to allow a temporary reduction of interest.

The Government of India took a hopeful view of the ultimate development of the income of the Port Trustees, and considered that the sources from which this might be looked for, were—

I. Sales or rents of land when trade revived and a demand sprang up.
II. The completion of unfinished works in which part of the capital was locked up. And
III. An increased duty on goods.

Three years have elapsed since the Government of India gave expression to these anticipations; and the Chamber, with the additional experience which has now been acquired, will briefly refer to them in order to show how far they have been, or are likely to be, realized.

The probability of any considerable accession to the income of the Trust, or what, as the Chamber supposes it was intended to convey, of any considerable diminution of interest-expenditure, to result from sales of land, is, in present circumstances, so remote that it appears to the Chamber to be nothing but a waste of time seriously to consider it. The vast extent of the land estate still unoccupied, and the high price expected for it, will prevent investors coming forward until land in that neighbourhood attracts much more public attention than it does at present. The only land sold by the Trust since its formation has been 433 square yards on Mody Bay Port Trust Estate, to the Municipality, for Rs. 4,333, and 790 square yards on Mody Bay Imperial Estate for Rs. 19,758. But the proceeds of sales of land would, it is presumed, be credited to the capital debt of the Trust, and the interest payable by the Trustees proportionately lessened. The prospect, then, of any relief from this source, is not only distant, but, unless large sales were effected, the reduction of interest would be hardly appreciable.

The area of land rented has, however, gradually increased. The land rented on the Elphinstone Estate, exclusive of bunders, in 1874-75 was 76,000 square yards, a year or two later it was 90,000 yards, and last year it rose to 112,000 yards. In ground-rent, warehouse-rent, and shed-rent—all sources of income which are voluntary on the part of

the trade—there has been a steady increase. In 1873-74 the amount was Rs. 1,70,000, in 1874-75 it was Rs. 2,07,000, in 1875-76 it was Rs. 2,37,000, and in 1876-77 it was Rs. 2,65,000. The increase in these rents is the more satisfactory as it is principally due to the recent development of the export trade in grain and seeds, and they are the one source from which the anticipations of additional income appear to have been realized.

It is, of course, premature to say in what way the completion of the Prince's Dock is likely to affect the income of the Trust. I am, however, directed to observe that on this point opinion continues to be much divided and to incline to the supposition that, with the keen competition in the harbour, and the facilities with which vessels can load and unload in the stream, the scheme will not be financially successful. But should it happily prove otherwise, the Chamber respectfully submits that the surplus Dock-dues should not be applied to the payment of interest. In the memorial of the Chamber to the Government of India, dated 6th October 1874, some of the disadvantages which had resulted to the trade of this Port from the purchase of the Elphinstone property, were enumerated, among others, that the Government of Bombay, in acquiescing in the terms and conditions laid down by the Government of India for the purchase of it, accepted the principle that all future outlay incurred in constructing great works in the harbour should become a local charge on the trade of the Port. Previously to the purchase, the Imperial Government undertook all such works at its own cost, intending that the trade should pay only for accommodation provided. Surplus Dock-dues belong to the trade, and it would be manifestly a hardship on Bombay if its trade were to contribute to the Imperial revenue. The Chamber, therefore, in its memorial aforesaid, protested against surplus Dock-dues (in whatever way they might arise) being applied to any other purpose than Dock or Harbour improvements, or the reduction of the dues themselves. Before the passing of the Port Trust Act, the Port dues, amounting to one lakh and forty thousand rupees, provided for all the expenditure on the conservancy and lighting of the harbour, and left a balance of forty thousand rupees. This balance was the free income of the Port, and was available under the direction of the Harbour and Pilotage Board for general improvements; but it now goes to meet the interest of the

Port Trust debt. The Government of India evidently regards the revenue of the Port Trust as Imperial revenue, and the Chamber desires to repeat its protest against surplus Dock-dues (if there ever should be any) being applied to the payment of interest on the price paid for land which yields no revenue itself.

The third source of additional income referred to by the Government of India, namely, increased duties on goods, is, under present circumstances, impracticable, because, if Government attempted to raise these duties while the competition of the private foreshore owners exists, it would only drive traffic from its own wharves to private wharves, and so lessen, instead of increasing, its revenues. It is from these duties that the income of the Port Trust is mainly derived; but although the revenue is falling off, it is satisfactory to find that the trade of the Port is increasing, shewing, at any rate, that the trade is enjoying the benefit of the reduced rates resulting from the competition. In 1873-74, the imports and exports that passed over the Port Trust property amounted to 1,127,000 tons, in 1874-75 to 1,162,000 tons, in 1875-76 to 1,320,000 tons, and in 1876-77 to 1,437,000 tons. If the present large trade had been carried at the former rates, or even at the estimated rates, there would, it is said, have been no deficit at all; but further reductions, which appear to be contemplated by the Resolution of the Government of India, dated 13th July 1877, will, by compelling the private foreshore owners to make similar reductions, have the effect of still further diminishing the revenue and increasing the deficit of the Trust.

When the Government of India declined, in 1874, to afford any relief to the finances of the Port Trust, the Trustees submitted their representation, No. 773, dated 15th August 1874, in which they asked the Government of India again to review the whole position, and to make such a disposition of the property vested in it as would produce an equilibrium in its finances; and they concluded with the remark that, unless concessions of some sort were granted, the responsibility of the deficit must be with the Government, for the Trustees could see no way to the proper development of the properties purchased by Government, and entrusted to their management, without a regularly recurring annual deficit under existing arrangements. The Chamber also, in its memorial dated 12th October 1874,

urged the Government of India to adopt the suggestions of the Trustees, and, in addition, to restore to the trade and the community of Bombay the free bunders which had existed from time immemorial before the Port Trust was formed. To these proposals, Government has not, up to the present time, favoured the Chamber with any reply.

The anticipations which the Government of India entertained in 1874 of an improvement in the revenues of the Trust, have thus been realized in respect only of rents of land, warehouses, and sheds, while in all other items, and particularly in the main ones of bunder fees, and landing and shipping charges, there has been a great diminution, which is certain to continue so long as the competition in the harbour lasts. Ever since the establishment of the Port Trust, its published accounts have, as the Trustees in 1874 prognosticated, shewn a regularly recurring deficit.

From 26th June 1873 to 31st March 1874, the deficit amounted to				Rs. 164,861
For the year ending 31st March 1875 it amounted to				,, 91,081
Do.	do.	31st March 1876	do.	,, 36,455
Do.	do.	31st March 1877	do.	,, 1,02,284
				Rs. 3,94 681

And the Trustees estimate that for the current year ending 31st March 1878, the deficit will be Rs. 2,19,210. And, in addition to this, it should be remembered that after ten years from the establishment of the Port Trust, the interest on the capital debt will be raised from 4 to 4½ per cent., and that this additional ½ per cent. will, at a moderate estimate, itself amount to one lakh of rupees per annum.

The Chamber admits that, owing to the competition which has taken place, the fees which were raised under Bombay Act No. V. of 1870 to the amount of 3½ lakhs per annum, have been reduced, and that the trade is not now suffering from any excessive charge on account of them; but it is manifest that business of this kind cannot be continued indefinitely at a loss, and that any advantages which the trade now enjoys may be counterbalanced by heavy penalties hereafter. If Government accepted the deficits, and did not demand payment, the trade of Bombay would have nothing to complain of; but the Trustees have repeatedly represented that, under existing arrangements, they saw no way of working without a loss, and, although there is no-

thing in the Bombay Port Trust Act which would appear to warrant the interpretation that Government is legally entitled to claim payment of the deficits of past years, the Government of India has, in its resolution above referred to, avowed its intention of calling upon the trade of Bombay, at some date, to pay them. But another reason which has induced the Chamber to urge its resolution on the attention of His Excellency the Governor-General in Council is the belief that Government may decide to take up the remainder of the foreshore; for if this were done, the trade would lose the great advantage which it at present possesses in the competition of the private bunders. If this step were taken, there would be nothing to prevent the putting in force of the rules and regulations which had been originally laid down, one of which, according to Sections 60 and 61 of the Port Trust Act, was that if at any time the Trustees estimated that there would be a deficit during the year, Government could call upon the Trustees to raise their rates, in order to make it up, and, if the Trustees refused, that Government could come forward and act in their place.

In conclusion, I am directed to observe that the trade of Bombay is well able to pay for its proper requirements, but that it is unjust and oppressive to force upon it liabilities and charges which never belonged to it. The Chamber, therefore, begs respectfully to urge upon the Government of India the reconsideration of the position of the Port Trust, and to request that Government will favour the mercantile community of Bombay by intimating as soon as practicable how it proposes to deal with the steadily-growing deficit of the Trust.—I have, &c.

J. GORDON, Secretary.

APPENDIX Z.

BANKRUPTCY LAW OR INSOLVENT JURISDICTION IN THE MOFUSSIL.

CHAMBER of COMMERCE, MADRAS, *12th June* 1877.

From C. A. LAWSON, Esq., Secretary, Chamber of Commerce, to J. GORDON, Esq., Secretary, Chamber of Commerce, Bombay.

SIR,—I have the honor to request you to be so good as to inform me whether there is a Bankruptcy law or insolvent jurisdiction in the mofussil districts of your Presidency, and if there is not, whether the want of such law or jurisdiction has been so seriously felt as to dispose your Chamber to co-operate with this Chamber in urging the Government to take remedial action in the matter.

In this Presidency, I may mention, there is no Insolvent Act in force outside the Presidency town : but it is open to Europeans domiciled in the mofussil who seek the benefit of the existing Act to come up to Madras, to petition for protection, and to surrender their property to the Official Assignee. This privilege is however denied to Native insolvents similarly domiciled ; and the practice obtains in the mofussil with reference to the property of European insolvents who do not resort to Madras, and to that of Native insolvents, of " first come first served." The creditors at the place where the insolvent resides who are the first to discover or to be apprised of impending insolvency, are permitted to file suits in the local Civil Court, to get attachments of all available property, and thus to get paid in full, possibly before creditors at a distance are aware that the debtor is in difficulties. The system necessarily offers great inducement to " fradulent preference," and is unjust to the whole body of creditors. This Chamber are, therefore, of opinion that the Government should be moved to concede powers of insolvent jurisdiction to Civil and Sessions Courts in the mofussil in such manner as to ensure protection being afforded alike to the insolvents and to the creditors both local and at a distance.—I have, &c.,

C. A. LAWSON, Secretary.

No. 135 of 1877.

CHAMBER OF COMMERCE, BOMBAY, *2nd July* 1877.

C. A. LAWSON, Esq., Secretary Chamber of Commerce, Madras.

SIR,—I am directed to acknowledge the receipt of your letter of the 12th ultimo which the Committee of this Chamber have had under their consideration.

They desire me to state that there is a Bankruptcy law or insolvent jurisdiction in the mofussil districts of this Presidency, and that the same will be found in the Code of Civil Procedure, which has, so recently as the 30th March last, been amended by Act X. of 1877 of the Council of the Governor General. The provisions of this amended Code, chap. XX. Sections 344 to 360, applicable to insolvent jurisdiction in the mofussil districts, agree in many material points with the Indian Insolvent Act 11 and 12 Victoria, chap. XXI. which is in force at the Presidency towns; and no complaints as to the inadequacy or hardship of the previous of the Code have ever been made to this Chamber.—I have, &c.,

J. GORDON, Secretary.

SIMLA, *October* 11 1877.

From ARTHUR HOWELL, Esq., Officiating Secretary to the Government of India, to the SECRETARY to the BENGAL CHAMBER of COMMERCE.

SIR,—I am directed to acknowledge your letter dated the 24th August last on the subject of insolvency in the mofussil.

2. It appears that the Madras Chamber of Commerce complain of the absence of a complete insolvency law for places outside the Presidency town, and urge that although the provisions of Chapter XX. of the new Civil Procedure Code (which has come into force on the 1st instant) will to a great extent meet the want, yet they will not enable a mofussil insolvent to obtain relief from his embarassments unless and until he is arrested or imprisoned in consequence of a decree for money. This the Madras Chamber consider a great hardship. They are of opinion that a mofussil debtor should be entitled to make, and the District Judge

be empowered to entertain, a declaration of insolvency as soon as the former finds the difficulties of his position to be otherwise insurmountable. The Bengal Chamber of Commerce concur in these views, and recommend an amendment of the provisions of Chapter XX. of the new Civil Procedure Code in order to remove the objections urged.

3. I am to bring to your notice that when moving the reconstitution of the Select Committee on the Civil Procedure Bill, the Hon'ble Mr. A. Hobhouse particularly referred to those sections of the Bill which related to insolvency in the mofussil. He remarked that the late Civil Procedure Code contained the germ of an insolvency law, and he explained that the judicial machinery in the mofussil could hardly be adapted without large and costly additions to the working of any general and complete law of insolvency, and that at all events such a law should be treated as a separate measure and not embodied in the Civil Procedure Code. Mr. Hobhouse further expressed an opinion that it would be better and be likely to pave the way to some more complete measure in future if the existing law were made a little less rudimentary and the existing provisions were supplemented where they seemed to have broken off in their natural course. He then explained the contents of the insolvency sections introduced into the Bill.

4. Again in presenting the report of the Select Committee Mr. Hobhouse reverted to the Sections of the Bill on insolvency, remarking that the object was to provide a law which would be less rudimentary than the present one, but which would still fall short of a complete and full insolvency law for the mofussil which the judicial machinery was not at present strong enough to work.

5. The Government of India are quite aware that the new Code of Civil Procedure, while improving the mofussil insolvency law, will not place it in a wholly satisfactory condition: but for the reasons above stated it was not found possible at once to treat the question of mofussil insolvency in a more complete manner. The Government of India will, however, watch the operation of the new law, and will be glad of the assistance of the Bengal and Madras Chambers of Commerce when the time arrives for taking further legislative action.

APPENDIX AA.

LIGHT-HOUSE ON CAPE GUARDAFUI.

BOMBAY CHAMBER OF COMMERCE, 21*st August* 1877.

To the SECRETARY to the TRINITY HOUSE, London.

SIR,—I am directed by the Bombay Chamber of Commerce to submit, for the consideration of the Elder Brethren of Trinity House, the great necessity which exists for a Light being placed on, or in the neighbourhood of, Cape Guardafui.

His Excellency Sir Bartle Frere, Her Majesty's Envoy to the Sultan of Zanzibar, in a Despatch to the Foreign Office, dated H. M. Y. "Enchantress," off Brava, 10th January, 1873, represented the want of such a Light, and recommended, for the reasons stated, that the work should be undertaken by Her Majesty's Government. Copies of that Despatch, of the letter therein referred to from Captain Fairfax, R.N., and of the correspondence thereon, which passed between the Government of Bombay and the Chamber of Commerce, are attached hereto for the information of the Elder Brethren.

Nothing, however, has apparently, up to this time, come out of these representations, and, in the meantime, shipping disasters, attended with great loss of life and property, have been of almost yearly occurrence on that dangerous and inhospitable coast. From the inquiries which have been instituted into the causes of these disasters, it has, we believe, been invariably proved that they were due to hazy weather and strong currents and to the impossibility of discerning the land until a vessel is dangerously close to it. Captain Fairfax describes the land extending for some miles to the southward of Cape Guardafui as "covered with a light-coloured sand, and terminating in a high bluff point." And he adds :—"As a current is always running along the East coast of Africa with varied velocity, the weather being generally hazy, ships coming from the southward at night are seldom certain of their position, and, after passing the bluff point before mentioned, are liable to take it for Cape Guardafui and bear up, in which case the vessel would most likely go on shore under the sand hills." The accuracy of this description, and the dangers undergone by vessels passing within a short distance of the Cape,—and this is the course usually taken by all vessels going

from China, the Bay of Bengal, and the East coast of Africa to Aden—derive a melancholy confirmation from the recent official accounts of the loss of the s.s. "Meikong," belonging to the Messageries Maritimes Company, on the 17th of June, and of the s s. "Cashmere," belonging to the British India Steam Navigation Company, on the 5th of July last. Captain Foache, in his Official Report of the loss of the "Meikong," states that, after the vessel was aground, he "tried to find out the position he was in, and saw then that the shore was covered with a thick white fog, and that he was scarcely half a mile inside Guardafui, and that what he took for Guardafui were the inland mountains." Again, in the Report of the Court of Enquiry regarding the loss of the s.s. "Cashmere" by the Brigadier General, Political Resident, and Sessions Judge, at Aden, dated 19th July, it is stated that "the haze continued throughout the day to such an extent that the low land could not be distinctly seen, although the high land could on some occasions be easily discerned. This state of things continued until the steamer took ground, about 8 o'clock P.M. on that day." Copies of the Official Report of Captain Foache, and of the Report of the Court of Enquiry held at Aden on the loss of the "Cashmere," are attached hereto for the information of the Elder Brethren.

The Chamber regrets that full and correct intelligence of all the accidents which have happened to ships, on the coast of Cape Guardafui, during the last five years, is not procurable in Bombay. Such information, probably, could only be obtained from the Political Resident at Aden. But the following list, though incomplete, will suffice to show how extreme is the necessity for a Light being placed on, or near, this Cape :—

Name of Vessel.	Date of Wreck.	Year.	Position of Wreck.
S.S. Parnassus	4th July	1872	5 miles South of Cape Guardafui.
S.S. Singapore	July or Aug.....	1873	In just about the same place.
S.S. Azalia	.....	1873	
S.S. Quangachow.....	July or Aug ...	1873	63 miles West of Cape Guardafui.
S.S. Tenasserim	....	1874	
S.S. Thomas Bayne...	.. ..	1875	
Ship Tribune.....	June or July ...	1877	At Ras Hafoon to the South of Cape Guardafui.
S.S. Meikong	Do. ...	1877	A few miles to the South of Cape Guardafui.
S.S. Cashmere	Do. ...	1877	Do. do.

And the Chamber desires me to express its earnest hope

that, as the number of vessels which pass this Cape is annually increasing, and the probabilities of accident therefore augmented, your Honorable Corporation will urge, in the proper quarter, the immediate erection of a Light-house on, or in the neighbourhood of, this dangerous headland.—I have, &c.,

J. GORDON, Secretary.

THE WRECK OF THE MEIKONG.

OFFICIAL REPORT OF CAPTAIN FOACHE.

HAVING left Galle on the 10th June, I have nothing particular to mention till Sunday, 17th June 1877. In the morning, I hoped, with good observations, to see Raz Afoun during the day. In order not to fail to see the land, I gave the course on that Cape, when at 3-30 p. m., taking again the observations, I found I was by 49 ° 46 long. instead of 49 ° 31 as estimated. I was going to pass at 30 miles from the Cape. In order to reconnoitre it before night, I would have had to luff 30 °, and take abreast without sail, the strong breeze and very rough sea of the S. S. O. Monsoon. There was to be moon-light till midnight, and in watching, I was certain to see the land. In fact, at about 11, I thought I could make out Guardafui at 50 ° by starboard. I went on starboard, so as to pass, at my reckoning, from 4 to 5 miles in the offing, and being certain of my position, I ordered to brail up the topsail and foresail and send the men to hand them. Having had sight of the Cape abreast, I went north, and when it was again athwart, I ordered the officer on duty to come on larboard till north 62 ° W. of the world, and to steer so as to come fully around. It was then about 11.45 or 50; I came down the bridge and went in my cabin to write the orders for the night. I just sat down, when I heard the engine bell. I first thought it was a ship, but afterwards I saw the sea breaking, and I jumped on the bridge. The ship was aground without a jerk. The engine was reversed at full speed, but the S. O. breeze was very strong, and by the very fact of being aground, the sea was breaking and the ship was falling on its side. Then the shocks began to be extremely violent, and from the very beginning the ship had burst under the boilers. A little while after, the Chief Engineer came to report it, and also that one of the boilers had in all probability burst, and that the engine-room being full of steam, it was impossible to remain in it. The ship was then lost. I gave orders to open the valves, and the engineers and firemen to come up. The sea was washing over the bridge. I tried to find out the position I was in, and saw then that the shore was covered with a thick white fog, and that I was scarcely half a mile inside Guardafui, and that what I took for Guardafui were the inland mountains. Being on the bridge, the land seemed to me to be so near, that the ship being athwart lying on starboard, was like a breakwater, and I thought it would be easy to save the passengers and crew, although at that time the shocks

were exceedingly violent. I ordered the boats after being lowered on starboard to be brought to the portside and to begin the landing. At the same time I directed Lieut. Abbal to take the main boat and establish a pass rope between the ship and the shore, which was done. But then the current had become so strong that I lost sight of two of the boats; one had capsized, and two men were drowned, the other in charge of Lieutenant Bouis was dragged astern and disappeared. The whole night, I thought she was lost. Meanwhile, the mainboat had reached the shore, and the starboard sloop was already carrying a batch of passengers. The night had become very dark, and about half an hour after I saw the mainboat returning full of water. It capsized, and we had great difficulties to save it and the crew. Every one was to learn during the day that this only boat was to save more than two-thirds of the people on board. In fact, out of four boats, only one was of some use, and it returned capsized. The boatswaine told me that the surf was very strong, and that it was impossible to land during the night. I followed that good advice, told all the passengers to go in the saloon, where I went myself to encourage them, and ordered the poor and brave Purser Henry to collect as much victuals and provisions he could in the 2nd class saloon, which was immediately done. I used the pass rope between the ship and shore to send a hawser, and employed the time before daybreak in having the ship's boats and the small boat carried over deck from larboard to starboard. Lieut. Abbal, when on shore, saw the lights of a steamer passing near us. Then I ordered to fetch 12 blue lights and some rockets, which I let off, in spite of the sea breaking on the deck; and at the same time two guns were fired. The "Glenartney" answered our signals. At last, daylight came, and I began the landing with a rare success. I think I can affirm that except the mainboat, which made several trips without being capsized, no other boat could succeed in doing so; notwithstanding that, there was not one serious accident, either amongst ladies or children, of the other persons were taken wet from the boat full of water, but nobody was drowned. At daybreak, I had seen the boat in charge of Mr. Bouis trying, but without success, to come alongside the ship. I sent him on board the "Glenartney" to ask assistance from Captain Gulland, and to ask him to anchor under lee of the Cape where I was riding athwart. That courageous and brave officer came back on board at about 11 a. m., reported that he had communicated with the steamer which would anchor as requested, and being exhausted, he fainted away. The landing was going on, and was concluded at about noon or 1 p.m. The amount of courage displayed by 12 or 15 men during that morning was surprising. I left the ship the last, being certain that no one was left behind. At that time the store-room was full of water up to the batter deck; the engine was full as well as the mail-room. In proportion, as the people were landing in perfect order, the number of the Somalis was increasing on board, and became more daring. They were also in great number on shore, and all armed. And also had some arms but no cartridges. Some provisions had been saved. My intention was to go on shore to establish a camp there for the night, to save as much luggage as possible, and go on board the "Glenartney" the next morning at

daylight, when the sun would be less powerful. As soon as I was on shore, I was introduced to the chief officer of the English steamer, whom his captain had sent, and after to Captain Gulland, who came himself. There were 8 or 9 miles to walk in the sand to go to the beach. The ladies, children, and those who had been hurt, were to be carried, without chairs, without anything, and we had also to carry the little that had been saved. Captain Gulland agreed to wait till 8 a.m. the next day. I could not depend upon the Arab firemen, who gave no assistance whatever during the salvage. The Chinese boys who were quite dejected were but an incumbrance. There were only the Europeans left, and the best men were exhausted. The Somalis on shore not only refused even for money to render any assistance by themselves, or with their donkeys, or camels, but their number being larger at every moment the least thing might have brought on a conflict which would certainly have proved fatal to the passengers. There was but very little fresh water and such a powerful sun that an Arab fainted, and my poor and brave purser, Henry, dropped down dead with sunstroke. He had been all the time at the portside lowering all the passengers in the boat, and after was sent by me on shore to put together the provisions when they were landed. After having fully considered the position, I think I took the only possible means of saving every one. Before the swelling up of the limbs of those who had been heard, which would have paralized them, I ordered to start.

Without giving the particulars of that horrid journey, I arrived the last on board the "Glenartney," having lost on the way the purser, Mr. Henry, and Mr. Arathoon, a passenger. I had with me the crew list, and called out the names. Every one was on board. I told Captain Gulland that he could start when he wished, and at about 10-30 the steamer was off.

THE WRECK OF THE CASHMERE.

REPORT OF THE COURT OF ENQUIRY HELD AT ADEN.

From the evidence contained in the various depositions taken before the Court, the Court is of opinion that the following appear to be the circumstances connected with the wreck of the British India Co.'s steamer "Cashmere," commanded by Captain William Crowder.

The steamer "Cashmere" left Zanzibar about noon on Saturday, the 30th day of June, with fine clear weather and light breezes, until she reached the Equator, when she met the usual South-West monsoon wind, and the breezes freshened. The "Cashmere," according to the Chief Engineer's statement, from the time she left her anchorage at Zanzibar until 9-15 o'clock of that night, was steaming 9½ knots. From that time until 1 o'clock on Thursday morning, the "Cashmere" was steaming 7½ knots. At this time the steamer was stopped for the purpose of taking soundings. At 1-15 o'clock a. m., according to the Chief Engineer's statement, the telegraph rung: "stop astern and ahead." The engines were reversed both ways, astern and ahead, and the Chief Engineer

was then ordered by Captain Crowder to put on an extra rate of speed.

Sir Baldwin Walker, R.N., states that about 7-30 o'clock on the 5th, the chief officer remarked to him that they must be standing into South Bay, and about a quarter of an hour after this the high land of the south-west point of Cape Ras Hafoon could just be seen through the haze.

Sir Baldwin Walker and the Chief Engineer also state that at 7-30 a.m. the steamer was again stopped for the purpose of taking soundings, and the third officer states that the soundings were found to be in 24 fathoms water.

From this time until 10 30 a.m., a regular course appears to have been kept, the Captain himself personally directing the course the vessel was to be steered. During this time the wind which was from the South-West, was very fresh, and all sail had to be taken in. The ship was hauled off, and at 10-30 a.m., cross-bearings having been laid off, the course was again shaped. At about 4-50 p.m. Ras Shenariff was sighted. The haze continued throughout the day to such an extent that the low land could not be distinctly seen, although the high land could on some occasions be easily discerned. This state of things continued until the steamer took ground, about 8 o'clock p.m., on that day.

It appears from the evidence that the course shaped by Captain Crowder from the time of his sighting Cape Ras Hafoon until the time when the vessel was wrecked is that usually taken by steamers making a voyage from Zanzibar to Aden at this season of the year. Captain Crowder and his chief officer appear to have taken the usual observations, and Captain Crowder himself, as testified by Lieut. Sir Baldwin Walker, R. N., frequently looked at the stars during the night.

Captain Crowder appears to have been quite certain of his position; and by his having twice on the morning of the 5th stopped the "Cashmere" for the purpose of taking soundings, when, owing to the dense haze, the position of the steamer appeared at all doubtful, and by his frequently taking observations both during the day and night, appears to have taken every precaution for the safety of the steamer under his command. And this is vouched for by all his officers, as well as the passengers, especially by Lieutenant Sir Baldwin Walker, R. N., whose evidence on this point is most important.

At first sight the evidence given by the chief officer, Mr. George Alexander Shepherd, might lead one to suppose the entries made in the ship's and official log books (produced before the Court) are not strictly true, and to raise a doubt as to Captain Crowder's capability of taking bearings and reckonings; but such is not his meaning. All that this evidence wishes the Court to understand is that some portions of the entries in these two log books were noted down in the deck log book when he was not on watch on deck, and were afterwards copied into the official and ship's log book without these entries having been compared by him: and consequently, although he fully believes all the entries in these two log books to be strictly true and correctly entered, yet he would not like to take his oath to such, not having compared the entries with the deck log book after entry. It is proved by the evidence of passengers and

the officers of the ship that Captain Crowder spared himself no trouble, and that when there was any difficulty or danger, Captain Crowder never left the deck. It is also proved by evidence that during the afternoon of the 5th of July Captain Crowder did not leave the deck, that he had his dinner on deck, and that, when the steamer struck, he was on the bridge. Evidence shows that the usual look out of the bridge was kept, and, according to the course, the native Quartermaster who was at the wheel when the "Cashmere" took the ground was then steering, was apparently the correct one, and such as to ensure the steamer getting safely round Cape Guardafui.

From an inspection of the course shaped by Captain Crowder, which has been marked by the Conservator of the Port and Harbour Master, Aden, W. Powell, Esq., on sheet No. of Admiralty chart of the Gulf of Aden, the bearings having been taken from the ship's and official log books, it would seem that Captain Crowder had every reason to believe that he was shaping a correct course.

Captain Crowder was considered by the passengers, as well as by the officers of the ship, to have navigated the "Cashmere" carefully, and to have adopted every precaution usually taken on board merchant steam vessels to prevent accident or disaster; and Lieut. Sir Baldwin Walker's evidence on this subject, he being an officer of the British Navy, is very valuable.

The passengers testify that when the "Cashmere" took ground, and afterwards, Captain Crowder and the officers did all in their power to save life, and to assist them. The Court, therefore, taking into consideration the whole of the evidence before it, is of opinion that the loss of the B. I. Co's steamer "Cashmere" is in no way attributable either to the incompetency or neglect of Captain William Crowder, or of any of the officers of the "Cashmere." Captain Crowder and the officers of the British India Co 's steamer "Cashmere" appear to have carried on their several duties in the usual manner in which they are conducted on board of merchant steamers, and every usual precaution to prevent accident or disaster appears to have been adopted on board the British India Co.'s steamer "Cashmere." Captain Crowder and his officers appear to have behaved well during and after the wreck, and they did all that could be done under the circumstances to save life and property.

Most unfortunately, the second officer and seven of the passengers lost their lives, the former whilst in the port life-boat, and the latter whilst in the port mail-boat.

The port mail-boat appears to have been most judiciously chosen by Lieutenant Sir Baldwin Walker, R.N., as the safest boat in which to place the ladies and children; for at this time she was to the lee side for the surf, although to the weather side for the wind, and consequently out of the action of the waves, which were breaking with violence against the vessel.

It is proved by the evidence of Lieut. Sir Baldwin Walker, Mr. Jackson, passenger, Mr. Johnstone, the 3rd officer, and Mr. Jackson, chief steward, that shortly after the ladies and children were placed

in the port mail-boat, the steamer veered round, thus exposing the port boats to the action of the sea.

The vessel grounded heavily once or twice, thus causing the boats to swing violently against the vessel's side, the gripes having become loose, thus causing the position of the passengers in the mail-boat to be very critical. Mr. Jackson, passenger, seeing this, managed to pull his wife off the boat, and Mr. Jackson, chief steward, managed to save Master Beveridge, when a heavy sea came and broke over and smashed the boat to pieces, precipitating every one in her into the surf. At the same time the port life-boat, with the second officer and four lascars in her, appears to have been smashed to pieces, the second officer being drowned, but the lascars managing to swim ashore.

The Rev. Mr. Rogers seems to think that some one is much to blame for having loosed the gripes of the port mail-boat when the passengers were in it. There is no evidence, however, to prove that any one did loose the gripes. Mr. Jackson, the steward, states that the native Quartermaster, who, he believes, went into the boat to get her ready, may have done it. The third officer, Mr. Johnstone, states that the life-boat was washed away by a heavy sea, none of the gear having been started; and the inference to be drawn from this is that no one had loosed the gripes of the mail-boat. Lieut. Sir Baldwin Walker, R.N., states that the boat's gripes were fitted with a toggle, and it would be quite feasible for them to have worked out from the motion of the vessel. Mr. Jackson, the chief steward, also states that when they first put them in, the boat was quite steady, but in a few minutes she began to swing violently against the side of ship. The Court, therefore, is much more inclined to accept Sir Baldwin Walker's opinion, that, as the gripes were fastened with a toggle, it is more than probable that, owing to the violent manner in which the mail-boat was swung about, she freed herself, and that she was smashed to pieces by a wave.

The Court is, therefore, of opinion that no one is to blame for the loss of life which occurred.

FRANCIS LOCH,
Brigadier-General, Political Resident, and Sessions Judge.

Aden, 19th July 1877.

No. 180 of 1877.

BOMBAY, 11*th October* 1877.

To the SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I have the honour to enclose a printed copy of the letter, dated 21st August last, which the Chamber addressed to the Corporation of Trinity House, London, and which they respectfully requested that His Excellency the Governor in Council would be so good as to forward.

As the matter is of very great importance, and the Chamber has not yet received any acknowledgment of the letter, I am directed

to ask the favour of your submitting it to His Excellency on an early day, if you have not already done so.—I have, &c.,

J. GORDON, Secretary.

No. 6,374 OF 1877.

REVENUE DEPARTMENT.

BOMBAY CASTLE, 24*th October* 1877.

From the Hon'ble E. W. RAVENSCROFT, C.S.I., Chief Secretary to the Government of Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letters, dated the 27th August last and 11th instant, to the address of the Secretary to Government in the Marine Department on the subject of the erection of a light-house on Cape Guardafui, I am directed to state that the letter of the Chamber to the Corporation of Trinity House, London, therein referred to, was duly forwarded to the Government of India on the 12th ultimo for the purpose of being transmitted to its destination. —I have, &c.,

D. MACKENZIE,
For Chief Secretary to Government.

BOMBAY BRANCH OF THE ASIATIC

APPENDIX BB.

CONTROL EXERCISED BY GOVERNMENT OVER THE EASTERN TELEGRAPH COMPANY, LIMITED.

No. 133 of 1877.

Chamber of Commerce, Bombay, *2nd July* 1877.

The Secretary to Government, Public Works Department, Bombay.

Sir,—I am directed by the Committee of the Chamber of Commerce to address you on the subject of the connection of the Eastern Telegraph Company, Limited, with the Government Telegraph Department.

From the correspondence on this subject which passed some years ago between Government and the Chamber, commencing with your letter No. 255, dated 9th February 1871, Government appeared at that time to be disposed to permit the Company to have an establishment and office for the receipt and delivery of messages distinct from and independent of the Government establishment, the control exercised by Government being, in all other respects, precisely the same as previously.

Nothing appears to have resulted from that correspondence, but the experience which has since been acquired by the Mercantile Community, and the information which has since come to light, induce the Chamber to think that it would conduce very greatly to the public advantage if the Company were permitted to deliver their own telegrams and to have a separate office, or a separate counter in the Government office, at which they would receive messages direct from the public, without the intervention of the Government Department. If this privilege were conceded to the Company (which is only what they enjoy in England) they would be in a position to ensure prompt delivery and despatch and to give more satisfaction to their constituents, with whom they would come in direct contact, by correct-

ing mistakes, avoiding delays, and investigating complaints, and so be enabled to remedy the defects of their system.

There does not seem to be any rule of the present Telegraph Convention which should prevent this freedom of action being granted by Government to the Company; on the contrary, rule 12, of the Rules for Foreign Messages, Part IV. (General) of the St. Petersburg Telegraph Convention, entitles the sender of a message, except under special circumstances, to prescribe the route he wishes his message to follow; and under these circumstances, and believing that the concession would, if granted to the Company, be of great public advantage, the Committee desire me respectfully to express their hope that Government will now take the suggestion into favourable consideration.—I have, &c.,

J. GORDON, Secretary.

No. 181 B of 1877.

PUBLIC WORKS DEPARTMENT,
BOMBAY CASTLE, 25*th September* 1877.

To the SECRETARY CHAMBER OF COMMERCE.

SIR,—I am directed to forward, for the information of the Chamber of Commerce, a copy of a letter from the Secretary to the Government of India, No. 324T., dated 12th September, being the reply to your communication of the 2nd July, on the subject of the connection of the Eastern Telegraph Company, Limited, with the Government Telegraph Department.—I have, &c.,

W. A. BAKER, Lt.-Col., R.E.,
Under Secretary to Government.

No. 324 T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
CIVIL WORKS, TELEGRAPH.

SIMLA, 12*th September* 1877.

To the SECRETARY to the GOVERNMENT of BOMBAY, in the Public Works Department.

SIR,—I am directed to acknowledge the receipt of your letter, No. 4T., 926 of 12th July last, forwarding copy of a

communication from the Bombay Chamber of Commerce, in which that body urges that "it would conduce very greatly to the public advantage if the Eastern Telegraph Company were permitted to deliver their own telegrams and to have a separate counter in the Government office," and to state in reply that, as the Government of Bombay has expressed no opinion on the request of the Chamber, nor have any reasons been alleged why the decisions arrived at in 1871 and in the working of which no fault has been found, the Government of India is consequently unable to comply with it.

2. But the 3rd para. of the Chamber's letter implies that there have been delays in the delivery and despatch of messages, and that complaints have not been duly investigated. It is also gathered from the 4th para. of the same letter, that the route prescribed by the sender of a message has not always been attended to. These charges are of too general a nature to permit of exact enquiry, but if the Chamber will specifically state in what way the existing procedure of the Telegraph Department is unsatisfactory to the public, an endeavour will be made to meet their wishes so far as is consistent with International Rules and the obligations of the Convention. If the Chamber will, moreover, submit any specific complaints of irregular procedure on the part of the Telegraph Department officers, they will be investigated.—I have, &c.,

G. SKIPWITH, Captain, R. E.,
Assistant Secretary to the Government of India.

(True Copy)

C. LEVETT YEATS.
Assistant Secretary to Government.

No 184 OF 1877.

CHAMBER OF COMMERCE, BOMBAY, *26th October* 1877.

The SECRETARY to GOVERNMENT, Public Works Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, No. 181B., of the 25th ultimo, forwarding copy of a letter from the Secretary to the Government of India,

No. 324T., dated 12th September, being the reply to the Chamber's communication on the subject of the connection of the Eastern Telegraph Company, Limited, with the Government Telegraph Department.

In reply the Committee desire me to say that it is difficult to give specific instances of what the Chamber complains of in regard to the existing procedure of the Telegraph Department being unsatisfactory, as these generally consist of petty annoyances, and the singling out of any one or two would seem to be making too much of them. The Committee refer to such things as messages sent in the afternoon, being returned after office hours on some frivolous ground, such as a word not being a dictionary one, the result being the loss of a day in the transmission of such messages.

Lately a mercantile firm sent a message to Manchester with the figures 2666. The figures arrived as 3666, and it cost an interchange of two messages to rectify the mistake. Although it was clearly shown to have been owing to nothing but the carelessness of the Telegraph clerk, the firm could get no redress.

Numerous instances of the above two classes could be quoted. On one occasion a telegram was returned to a mercantile firm after office hours because one of the words was said not to be a dictionary one. Next morning the firm had to explain that the word was taken from Black's Atlas. In the meantime a day had been lost, and in this way merchants are put at the mercy of clerks whose knowledge can hardly be expected to embrace all classes of words allowed for telegraphing. On another occasion a firm used the word "Aa"—a geographical name (vide Webster's Dictionary, page 916, People's Edition, and Webster is supposed to be the standard for telegraphic words)—and the clerk wanted to charge for two words. Again, on the 21st of March, a firm sent a message to Paris, advising the execution of certain cotton orders, but the message miscarried, and, as the market fell, the firm was threatened with a heavy loss. Up to the present time the firm has got no satisfaction, in spite of numerous enquiries at the Check Office.

In another way merchants suffer from the simple ignoring of a distinct pledge given by Government in its letter in the Public Works Department, No. 255, dated 9th February 1871, addressed to the Chamber of Commerce, with regard to the despatch of messages by the quickest route.

Now, it is well-known that every message, which is not marked *via Suez*, is sent by the Government line, and to show how determinedly this is carried out, the Committee may mention that on several occasions, messages were sent by the Government route when the amount of the payment attached to them must have distinctly shown that the absence of the words *via Suez* was a mere accidental omission; moreover, at the time, the Government line was working so badly that the messages took several days to reach home.

In conclusion, the Committee desire me to say that many of the annoyances from which the public are now suffering would be most effectually removed if the Eastern Telegraph Company were permitted to deliver their own telegrams and to have a separate office, or a separate counter in the Government office, at which they could receive messages direct from the public without the intervention of the Government Department.—I have, &c.,

J. GORDON, Secretary.

APPENDIX CC.

BILLS OF LADING AND THE RESPONSIBILITY OF THE SHIP FOR THE LANDING OF CARGO.

CHAMBER OF COMMERCE, BOMBAY, *4th April* 1877.

G. F. RIMINGTON, Esq.

DEAR SIR,—The "Anchor" Line of steamers have recently made in their Outward Bill of Lading form a change which gives the owners or their agents the power to land the entire cargoes of these steamers, and to give delivery on the various Bunders; and the question has arisen, where does the ship's responsibility cease when this power is availed of?

In the body of the Bill of Lading, the goods are "to be delivered, subject to the exceptions and conditions mentioned, in the like good order and condition from the ship's tackles (*where the ship's responsibility shall cease*) at the aforesaid Port of Bombay, or as near thereto as she may safely get." By the seventh clause of the exceptions and conditions appended to the Bill of Lading "the goods are to be discharged from the ship as soon as public intimation is given that she is ready to unload, and the master or agent is to be at liberty to land the same, or, if necessary, to discharge into hulk, lazaretto, or hired lighters at the risk and expense of the owners of the goods." And by the eighth clause of the exceptions and conditions "The ship-owners shall have the option of discharging in dock, and of making delivery of the goods either over the ship's side or from Lighters, or a Store ship, or Custom House, or Warehouse, *at Merchants risk.*"

The question is pretty fully discussed in the correspondence which has passed between Messrs. W. and A. Graham and Co. and Messrs. Bell, Brandenburg and Co., and which has been referred to the Chamber; and the Committee desire me to forward this correspondence to you for perusal, with the request that you will kindly return it when done with. I also beg to hand you a form of the Bill of Lading of the "Anchor" Line, with the clauses referred to marked thus], and for the purpose of

comparison a form of the Bill of Lading used by the P. & O. Company and a form of the "Eastern Trade Bill of Lading Outwards No. 1., via Suez Canal," which is generally accepted as the standard form.

If you will compare the 7th clause of the exceptions and conditions appended to the "Eastern Trade Bill of Lading Outwards No. 1" form with the same clause in the "Anchor" Line's form, you will find that the important words "and if not thereupon removed without delay by the consignee" are omitted from the latter, so that the entire power of landing is by the "Anchor" Line's form given to the master or agent, though in the body of the Bill of Lading it is stated that the goods are to be delivered from the ship's tackles where the ship's responsibility shall cease.

The Committee will be much obliged to you if you will favour them with your opinion on the following points :—

1. When the master or agent lands the goods under the 7th clause of the exceptions and conditions of the "Anchor" Line's form of Bill of Lading, does the ship's responsibility cease when the goods have the ship's tackles, or does it continue until delivery of the goods is made on the Bunders ?
2. When the option of landing under the 8th clause of this form is availed of by shipowners or their agents, where does the ship's responsibility cease ?
3. In the 8th clause of this form, the shipowners or their agents have the option of making delivery of the goods as therein stated "*at Merchants risk.*" Will you kindly advise the Committee whether, in your opinion, the words "at Merchants risk" should be interpreted as referring to ordinary underwriter's risks, or to risks borne by the ship as a carrier ?—I remain, &c.,

J. GORDON, Secretary.

BOMBAY, *6th April* 1877.

J. GORDON, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—Referring to your letter of the 4th instant on the subject of the excepted clauses in the new Bill of Lad-

ing of the "Anchor" Line of steamers, and more particularly to the special queries therein contained, I am of opinion that it is intended the ship's responsibility shall cease when the goods leave the ship's tackle, even though they be landed or delivered under the seventh or eighth of the excepted clauses; and I am inclined to think that the responsibility of the shipowners, as common carriers, is so limited.

This, however, would not prevent a claim being substantiated against the ship in respect of any damage or loss occurring on the voyage for which having regard to the terms of the Bill of Lading, and the law as applied to common carriers, the owners might be liable.

I return the papers enclosed in your letter under reply.—Yours, &c.,

G. F. RIMINGTON.

BOMBAY, 17*th April* 1877.

J. GORDON, Esq., Secretary, Chamber of Commerce, Bombay.

SIR,—With reference to the correspondence submitted to you by Messrs. Bell, Brandenburg and Co., and circulated among several of the members of the Chamber, we have the pleasure to inform you that, in answer to our enquiries, we have received a telegram from the owners of the "Anchor" Line steamers intimating their readiness to admit that, when the option clause to land goods is availed of on their behalf, their responsibility continues under the Bill of Lading until the goods are landed.

We trust that this will be satisfactory to all interested.

As some doubts seem to have arisen on the subject, we may add our assurance that the owners of the "Anchor" Line have no desire whatever to interfere with the rights or convenience of shippers of goods whom, indeed, they have every reason to conciliate, and that their object in making any alteration in their Bill of Lading was simply the protection of their passenger trade—a trade which depends on punctuality and promptness of despatch.—Yours, &c.,

W. & A. GRAHAM & Co.,
Agents, "Anchor" Line.

APPENDIX DD.

INCREASED DUTY ON MALWA OPIUM.

BOMBAY, *6th June* 1877.

J. GORDON, Esq., Secretary, Bombay Chamber of Commerce.

DEAR SIR,—We beg to hand you herewith copy of a Memorial which has been forwarded to H. E. the Viceroy, through the Bombay Government, by us and the other principal opium merchants of Bombay, pointing out the impolicy of the addition of Rs. 50 per chest to the duty on Malwa opium which was lately notified, and praying that the same may not be carried into effect. We shall feel obliged by your laying the Memorial before the Committee, and we trust that the action we have taken will be supported by the Chamber,—We are, &c.,

DAVID SASSOON & Co.

To His Excellency the Right Honorable EDWARD ROBERT BULWER LYTTON BARON LYTTON, Viceroy and Governor General of India in Council.

The Humble Memorial of the undersigned Opium Merchants of Bombay

SHEWETH,—That your Memorialists viewed with regret the notification lately issued by the Government of India announcing the addition of fifty rupees per chest to the amount of duty levied on Malwa opium, and the very short notice to be allowed before bringing this important change into operation, and they beg most respectfully to urge upon your Excellency the advisability of some further consideration being given to a measure so likely to exercise an injurious effect on the opium trade. At the same time they venture to hope that, after duly weighing the arguments which they have to advance on the subject, your Excellency will be pleased to cancel the notification to which they draw attention.

2. Your Petitioners beg to point out that the step now taken by Government is a movement in the wrong direction, as the exporters of opium have for several years found it impossible to make any profit on their transactions in the article, and the position of the Indian drug in the China markets is daily becoming more precarious in consequence of the great strides which have been made of late years in the cultivation of opium in China itself, where the yield of indigenous growth now amounts to more than the whole quantity imported from India. Under these circumstances, the exporters of this valuable article conceive that they have a right to expect more consideration from Government, and they submit that the public revenue from this source would be more likely to be

increased were the duty reduced, instead of raised, from the large addition that would, in all probability, in that case be made to the quantity now shipped.

3. During the past few years the average ruling prices of the drug in China has varied but little, the tendency, however, having been always slightly downwards, while in the same period the cost in India has been increased considerably by the levy of additional duty and fees at the place of production. The duty charged by H. H. the Maharajah Holkar of Indore on the opium before and after preparation amounts now to Rs. 42 per chest, whereas it was formerly only Rs. 6-4. H. H. the Maharajah Scindia of Gwalior levies a tax of Rs. 25 per chest, and has announced his intention of increasing it next season to Rs. 40, while a few years ago Rs. 2-10 was the duty charged by him. In addition to these increased imposts a charge of Re. 1 per chest has been made by the Agent of the Government of India at Indore, Oojein, and Rutlam for the past 9 years in order to pay for godowns. A building has long since been erected at Indore, but the fee continues to be levied, and, although the Merchants of Indore memorialized the Agent about three years ago to relieve them of its payment, no notice was taken of their application. This your Petitioners bring to the notice of your Excellency in the hope that orders may be issued forbidding the levy of the fee in future, and providing for the utilization of the accumulated balance of the money which has already been collected in Indore, Oojein, and Rutlam. Your Memorialists venture to suggest that this could be best done by devoting it to some charitable purpose—such as the construction of dhurumsalas near the railway stations in those towns, &c.

4. With additional burdens thus placed on the trade at every turn, it may be considered somewhat extraordinary that it should continue to flourish, and that no falling off should be exhibited in the shipments, but this is simply attributable to the fact that it is both here and in China principally in the hands of capitalists who have in former years gained large profits in the trade, and who are buoyed up by the hope that something must at last happen to turn the scale once more in a favourable direction, but who are not likely much longer to persevere in carrying on a very large and important trade without deriving any appreciable benefit therefrom. Your Petitioners, therefore, venture to suggest that the experiment should be tried of reducing the duty on Malwa opium to five hundred rupees per chest, and at the same time giving additional encouragement to the cultivation of the drug in Bengal, when, by the increase in the quantity exported from both Presidencies, Government would recover far more than the amount which it would lose by the decrease in the duty in Bombay and in the prices realized at auction at Calcutta. Some such course will soon be absolutely necessary in order to enable the Indian opium to hold its own against the competition of the China grown drug, and in taking this step or making any other change in connection with the opium duty your Memorialists recommend that, in order to avoid disorganizing the trade, a preliminary notice of 10 or 12 months should be given of the intention of Government.

5. The prosperity of the opium trade is a matter of serious

interest to your Petitioners, and this must be their apology for the earnest tone which they have been compelled to adopt in addressing your Excellency herein. They trust that their representations may have the effect of convincing your Excellency of the impolicy of increasing the duty on Malwa opium at the present juncture, and they humbly beg that the notification already issued on the subject may be cancelled.

And you Memorialists, as in duty bound, will ever pray.

DAVID SASSOON & Co.
E. D. SASSOON.
NURSEY KESSOWJEE. & Co.
&c., &c., &c.

No. 154 OF 1877.

CHAMBER of COMMERCE, BOMBAY, *9th August* 1877.

The SECRETARY to the GOVERNMENT of INDIA, Financial Department, Simla.

SIR,—I have the honour to inform you that this Chamber has had under consideration the memorials of the opium merchants in Bombay and in Indore to the Government of India, pointing out the impolicy and hardship of the recent addition of rupees fifty to the duty levied on a chest of Malwa opium. The representations made in these memorials as to the competition of China grown opium are confirmed in a communication, which has since been received by the Chamber from the Shanghai Chamber of Commerce, on the Chefoo Convention, under which the Chinese Government may, in addition to the tariff import duty, levy heavy inland duties on opium and discourage its production in India "by a premium being offered for the growth of the poppy plant in this country (*i. e.*, China) over which its cultivation is rapidly extending."

The Chamber has, therefore, been anxiously waiting for the reply to the memorials in the hope that it would give some information as to the grounds on which Government had decided to increase the duty on an article, the trade in which is so important to the revenue of India, but as no such information is contained in the letter addressed by the Government of India to the Government of Bombay, No. 2,020, dated Simla, 21st July, in reply to the memorial of the opium merchants in Bombay, I am directed respect-

fully to request that His Excellency the Governor General in Council will kindly favour the Chamber with the reasons which induced His Excellency to impose the additional duty.—I have, &c.,

J. GORDON, Secretary.

No. 3,904 OF 1877.

FINANCIAL DEPARTMENT.

BOMBAY CASTLE, 11*th September* 1877.

To J. GORDON, Esq., Secretary, Bombay Chamber of Commerce.

SIR,—With reference to your letter of the 9th August last, to the address of the Secretary to the Government of India, in the Financial Department, asking on behalf of the Bombay Chamber of Commerce to be informed of the reasons why that Government recently added Rs. 50 to the British Indian duty on Malwa opium, I am directed to forward, for the information of the Chamber of Commerce, the accompanying copy of a letter, No. 2,745, dated 29th August, 1877, on the subject received by this Government from the Government of India.—I have, &c.,

D. MACKENZIE,
Acting Under Secretary to Govt.

No. 2,745.

FINANCIAL DEPARTMENT.

SIMLA, *29th August* 1877.

To the CHIEF SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—I am directed to forward, for the information of the Government of Bombay, copy of a letter, dated 9th August 1877, in which the Bombay Chamber of Commerce ask to be informed of the reasons why the Government of India recently added Rs. 50 per cent. to the British Indian duty on Malwa opium.

2. In reply I am to request that, with the permission of His Excellency the Governor in Council, it may be explained to the Chamber of Commerce that the Government having determined to sell, for the present, 54,000 chests of Bengal opium yearly, there seems reason to expect that, if the export of Malwa opium also continues on the scale of recent years, there must be a considerable reduction of the price of opium of both kinds in China; indeed, the policy of

increasing the production of Bengal Opium was adopted with the object *inter alia*, of thus discouraging the competition of the indigenous opium in China with Indian opium.

3. The Chamber is aware that, large as is the Revenue obtained from the pass duty on a chest of Malwa opium, that from the same weight and consistence of Bengal opium is larger still. A chest of Patna opium (75 per cent. consistence) has lately yielded fully Rs. 1,250, costing Rs. 415; it is a reasonable estimate that, if its consistence were 90 per cent. (the Malwa consistence), Patna Opium would yield, at present, about Rs 1,500, costing about Rs. 500. Thus it is calculated that the gain to the Revenue of British India from the monopoly of Patna opium as compared with the gain from the duty on Malwa opium before the duty was increased, has recently been in the proportion of Rs. 100 per cent. to Rs. 600 per cent.; in other words, that Malwa Opium entered the markets of Eastern Asia bearing forty per cent. less British Indian taxation than Bengal opium.

4. This comparative advantage to Malwa opium is largely reduced, though it does not appear possible to say how largely, by the imposts upon it in Native States, the Government of India does not grudge these imposts, and it would regret if the recent addition to the British pass duty should result in any injury to the Revenue of those States. But, paying due regard to all the burdens which Malwa opium bears in India, a careful analysis of the recent trade in the two kinds of opium in China and other eastern countries seemed to the Government of India to afford strong evidence that Bengal opium has been, for some time past, competing in those markets with Malwa opium on unequal terms; and, in fact, that Bengal opium has been already driven by Malwa opium out of some markets in China to the serious injury of the British Indian opium Revenue.

5. The difference of Indian fiscal burdens in favour of Malwa opium will be reduced to the extent to which the value of Bengal opium may fall in consequence of the considerable increase in the quantity to be henceforth offered for sale; but the interests of the Revenue generally seemed to the Governor General in Council to require the further precaution of an addition of Rs. 50 per cent. to the British duty on Malwa opium in order to the still greater reduction of the inequality of the Indian taxation which these two

descriptions of opium now bear on entering the foreign markets where they, more or less directly, come into competition.—I have, &c.,

R. B. CHAPMAN,
Secretary to the Government of India.

(True Copy.)
D. MACKENZIE,
Acting Under Secretary to Government.

No. 176 of 1877.

Chamber of Commerce, Bombay, *28th September* 1877.

Messrs. David Sassoon & Co., Bombay.

Dear Sirs,—With reference to your letter of the 6th of June last, and subsequent correspondence, I am directed to inform you that on the 9th of August the Chamber addressed a letter to the Government of India requesting that that Government would be so good as to favour the Chamber with its reasons for imposing the additional duty of Rupees 50 per chest on Malwa opium. I have now the pleasure to enclose a copy of a communication which the Chamber has received, in reply, through the Government of Bombay, and to add that the proposal of Government appears to the Committee to be not unreasonable.—I remain, &c.,

J. GORDON, Secretary.

APPENDIX EE.

SUGGESTED IMPROVEMENTS IN THE QUALITY OF INDIAN WHEAT.

No. 52.

CALCUTTA, *14th March* 1877.

From G. H. M. BATTEN, Esq., Officiating Secretary to the Government of India, to the Secretary to the CHAMBER of COMMERCE, Bombay.

SIR,—In forwarding, for the information of the Bombay Chamber of Commerce, a copy of the papers noted in the margin, on the subject of the suggested improvements in the quality of Indian wheat, I am directed to draw attention to that part of the letter from a London merchant, enclosed in the Secretary of State's despatch No. 130, dated the 21st December 1876, in which he refers to the expediency of using blowing, winnowing and screening machines, and to the observation thereon contained in paragraph 3 of the Resolution of the 14th instant. I am to suggest that merchants would perhaps find it to their advantage to employ some such means for cleaning their consignments of grain before shipping them.—I have, &c.,

Resolution Nos. $\frac{1}{39-50}$ dated 14th inst., and the papers read therein.

G. H. M. BATTEN,
Offg. Secretary to the Government of India.

Circular No. 11, *dated Nagpur, 5th May* 1876.

From the OFFICIATING SECRETARY to the CHIEF COMMISSIONER Central Provinces, To all COMMISSIONERS and DEPUTY COMMISSIONERS, Central Provinces.

It has been represented to the Chief Commissioner that the value of the wheat which is exported from these provinces to England —and of late years a considerable quantity of wheat has found its way to England—is materially affected by its admixture with *lak*, *massur*, and similar pulses.

2. The Chief Commissioner is aware that it is a common

practice in these provinces to sow these pulses with the wheat, but the practice is one which it is very desirable to discourage. It is said that, by machinery, stones, dirt and sand can be easily separated from the wheat, but not so this admixture of pulse, which, on the wheat being ground, gives the flour a bad colour and materially reduces its market value.

3. The Chief Commissioner desires that Deputy Commissioners will explain to malguzars and cultivators how injurious the present practice is, and will try to induce them to keep their wheat free from admixture. The price of agricultural produce has fallen so much of late years, that farmers cannot afford to lose the excellent market for their wheat which England appears to be likely to become, and if they will only endeavour to suit the English market, it seems probable that Indian wheat will become an important export and may rival the other wheat producing countries which supply England.

Extract, paragraph 3, *from a Circular, No.* 25, *dated* 4*th August* 1876 *from the Officiating Assistant Secretary to the Chief Commissioner, to all Commissioners and Deputy Commissioners in the Central Provinces.*

Para. 3. In a late Circular, the Chief Commissioner commented upon the fact that the value of the wheat grown in these provinces and exported to England was materially effected by its admixture with the various pulses, and prices for wheat free from such admixture would be practical, and direct encouragement to the people to keep their wheat free from admixture.

If a beginning is now made, and an annual show of some kind or other held in each district, it will be possible before long to arrange for an annual show in each tahsili, and so bring home to the bulk of the people that the Government encouragement is in furtherance of the people's own interests.

No. 14.—Statistics and Commerce.

India Office, London, 18*th January* 1877.

From Her Majesty's Secretary of State for India, to the Government of India.

In my despatch of the 21st ultimo, No. 130, I drew Your Excellency's attention to the importance of measures adapted to encourage the improved cultivation of wheat, and to facilitate its transport to this country in good condition.

2. It seems very desirable that a compilation should be prepared, as has already been done with various Indian products, showing the main features of its cultivation, consumption and export, the local selling prices for a series of years, and the probable cost of transport from the chief markets to the place of export. An

attempt to prepare such a paper has been made in the Department of the Reporter on Products; but it was found that the information in this country was not sufficient for the purpose.

3. A selection should also be made of the chief local varieties of the grain, and samples should be sent to England carefully named and described, so that their place of production could be certainly distinguished, in order that the opinion of competent persons in this country may be obtained as to their market-value. This latter suggestion is one which might, in my opinion, be advantageously acted upon with the least practicable delay.

CIRCULAR No. 3433-162.

NAGPUR, *9th September* 1876.

From the OFFICIATING SECRETARY to the CHIEF COMMISSIONER of the CENTRAL PROVINCES, to the DEPUTY COMMISSIONER of JUBBULPORE, of SAUGOR, of NARSINGHPUR, of HOSHANGABAD, of RAIPUR, of BILSPUR, of SEONI, of DANISH, of NAGPUR, and of WARDHA.

I am directed to send you copies of the marginally noted letters that have passed between this office and Messrs. Finlay, Scott and Company of Bombay. You will also receive, in a separate packet, separate samples of the various kinds and qualities of wheat, as described and classified by Messrs. Finlay, Scott and Company. A portion of each sample should be given to each of your Tahsildars, and the Chief Commissioner wishes that these samples should be shown to as many of the leading agriculturists, malguzars, and royts as possible, and that the respective places which these kinds of wheat occupy in the market should be explained.

Messrs. Finlay, Scott and Company, Bombay, dated 11th July 1876, to Chief Commissioner, Central Provinces.

Secretary to Chief Commissioner, Central Provices, in reply No. 1744-125, dated 15th July 1876.

Messrs. Finlay, Scott and Company, dated 20th August 1876, to Chief Commissioner, Central Provinces.

The cultivators should be exhorted to pay attention to the cultivation of a wheat which is sure to fetch a good price; to bear in mind the importance of keeping the wheat in their fields free from any admixture of pulses; remember the necessity of having all the wheat they sell in bulk of the same kind and quality; and to try the effect of *selecting* the seed they put down in their fields. The result of sowing *selected* seed would very soon become visible.

These are all matters that can easily be made comprehensible to the native farmer, and the Chief Commissioner hopes that you and your Tahsildars will again and again impress on them the advantage of acting up to the advice given them.

This Office Circular, No. 25 of the 4th August, has suggested a way to strengthen your hands in the matter and to interest the cultivators themselves; and you will perceive from a notice in the *Gazette*, that the Nagpur District Fund Committee have made a beginning in the matter of improving of agricultural produce, by offering prizes for the best of large samples of grain exhibited at the Ramtek fair.

BOMBAY, 11*th July* 1876.

From Messrs. FINLAY, SCOTT & Co., to the CHIEF COMMISSIONER, Central Provinces.

BY the mail to hand last week, we received from our Mr. R. V. Reid some very interesting information regarding the favour in which wheats grown in the districts of your Commission were now held in the Home market. The millers there are learning rapidly to appreciate the great advantage to be derived from mixing these grains with those grown in England, especially after a wet harvest with them, the reason being that the extreme dryness of the Indian grain serves to absorb much of the excess of moisture from the Home grain, and reduces the average of what is thus mixed to a proper condition of moisture.

2. Mr. Reid then remarks upon the injury done to the market of this wheat at Home by the large admixture of foreign grains. As this is a question in which we know you have particularly interested yourself, and as it is one of great importance to us, being, as we are, the largest exporters of the article from Bombay, we gladly lay before you our knowledge on the subject, and will be happy to provide you with any further information you may require with regard to it.

3. The quantity of pure wheat exported from Bombay is very small compared with that of the lower and adulterated qualities; but under present circumstances it does not pay as well to ship the former as the latter, the scarcity of the best wheat here making the margin of price between it and the lower kinds greater on this side than in the Home market. On an average, the cost of good wheat is 1 shilling per 100 lbs. dearer to ship than the other, and fetches only 6 pence to 9 pence more in Liverpool. We send you herewith two samples of *best* quality shipped by one of our neighbours, which obtained top prices on account of purity.

4. This pure wheat, called by the natives "Ek dana pissie," comes mostly to the Seonee and Etarsi stations from the Bhopal State, and is found in Doleeria market; and its present value in England is from 10 shillings to 10 shillings 3 pence per cental (100 lbs.)

5. The wheat that comes from Nagpur is pretty free from admixture of foreign grains, but contains a large percentage of hard red wheat which prevents its getting as good a price as the pure white Pissie.

6. The largest export from Bombay is of the Mundie Pissie, which comes from the neighbourhood of Jubbulpore—from Sehora Road, Chhindwara, and adjacent stations; this in itself is a very pretty grain, but much depreciated owing to heavy mixtures of foreign seeds. Mr. Reid writes in this connection:—

"Fearful are the complaints of *dhall* and gram in it, principally the *wild* dhall, *which discolours the flour*.

7. There can be no doubt that this injurious result is brought about by carelessness and want of method in sowing, and we think

that a great improvement would very soon be forthcoming if by any means the ryot could be persuaded to be more careful in sowing an unmixed grain.

8. The wheat trade with India is now becoming more important every day, and it is, of course, for the interests of all concerned that the character of the article should suffer as little as possible from the primitive and ignorant way in which the ryot is content to farm. Notwithstanding the advanced period of the season, we propose to send you at our first leisure samples showing the various descriptions of grain as they come to this market in their order of merit.

No. 2744-125.

CENTRAL PROVINCES, 15*th July* 1876.

From the OFFICIATING SECRETARY to the CHIEF COMMISSIONER, Central Provinces, to Messrs. FINLAY, SCOTT & Co., Bombay.

I am directed by the Chief Commissioner to acknowledge the receipt of your letter of the 11th instant, and am to say that the subject of improving the quality of the wheat produced in these provinces and preventing its admixture with inferior grains has already been under the Chief Commissioner's consideration. I enclose copy of a circular addressed to district officers, and also copy of a letter to the Chamber of Commerce, asking to be supplied with samples of the best kinds of wheat. If you would, either yourselves or in concert with the Chamber of Commerce, supply samples showing the best kinds of grain, and the order in which they come, the Chief Commissioner will be much obliged, and will do what lies in his power to impress on the ryots the advantage of clean sowing, and of preserving their wheat from admixture with inferior grains. No doubt, improvement will be gradual; but the Chief Commissioner is confident that, in time, the ryots will desist from showing various kinds of grain in the same field when they find that by doing so they spoil their market, and the better kinds of wheat will be cultivated if it is known that they fetch a higher price.

There are some ten districts in these provinces whence wheat is procured, and these are divided each into three or four sub-divisions; and it is desirable that every sub-divisional officer should have small samples of the wheats in their order of merit, so that the Chief Commissioner hopes you will be able to send samples large enough to supply a small sample to each, say not less than two lbs. of each kind of wheat.

The Chief Commissioner will, at all times, be glad to receive hints, or information from you which may enable him to enlarge the market for any of the staples of these provinces.

BOMBAY, 28*th August* 1876.

From Messrs. FINLAY, SCOTT & Co., to the CHIEF COMMISSIONER, Central Provinces.

Referring to our letter of 11th July on the subject of the sowing of wheat, we now beg to enclose railway receipt for two bags sent

to your address, containing standard samples of the descriptions of grain grown in the districts of your Commission, and known in the Home markets.

These we have divided into five small bags containing one half-hundredweight each.

No. 1.—White (Ek Danna), despatch to this market from Seonee and Etarsi stations.
„ 2.—White Pissie from districts near Nagpur.
„ 3.—Mundi Pissie „ „ Jubbulpore. (These three descriptions we described in our letter of 11th July).
„ 4.—Red Pissie from districts near Simree.
„ 5.—Akola Pissie.

These discriptions of red wheat are daily coming into greater favour in the French market, a good business having taken place with Marseilles at favourable prices. The Simree has only a small percentage of hard grains, this admixture being on a larger scale in the lower quality from Akola; in the latter description, the hard Kuthia grain is found as much as ten per cent., and its presence serves considerably to diminish the value of the bulk.

We may mention that the cause of our being unable to send you these samples earlier is due to the great difficulty that always exists, at the close of the season, in procuring reliable samples to represent the fair quality of the crop.

No. 130.—Statistics and Commerce.

India Office, London, 21*st December* 1876.

From Her Majesty's Secretary of State for India, to the Government of India.

I transmit, for the information of Your Excellency, an extract of a letter from a merchant in London, on the subject of the qualities of Indian wheat which are most appreciated in the English market, and of the means by which the price given for them might be raised. Besides the points therein mentioned, it is desirable that attention should be drawn to the loss resulting from the mixture of barley or gram with the wheat, and from the want of cleanliness in the granaries in which it is stored and in the boats in which it is carried to the port of shipment. Any means by which the importance of remedying these defects can be impressed on the people may have a very salutary effect on the trade.

2. I have applied for further information on the subject of a system of inspection said to be adopted in the United States and Canada, as described in the accompanying extract from a statement relating to the trade of Canada.

ENCLOSURES.

No. 1.

Extract of a Letter from a London Merchant, dated December 1876.

With reference to the interview I had with you last month as to

the growth and production of wheat in the Empire of India, I now beg to lay before you a short statement of the present position of the trade, to which I have paid close attention the last three or four years.

Calcutta.—The wheats that come from this port are fine, mellow, soft, white,—from Cawnpore, Meerut, and Delhi districts,—which bring the highest price in the market (except the finest Bombay, which, however, so far, has not formed an article of import owing to inadequate prices obtained in London and Liverpool), and are very clean on the whole; they could, however, be improved by proper blowing and exhaust machines and sifting machines, and I should recommend this to be done so as to get rid of grain, tares, and barley as much as possible; if this cleaning process is enforced by the district officials, I have no doubt these fine wheats could be made worth 2*s.* to 4*s.* per quarter more money in the United Kingdom. As far as I can make out from merchants who have been in the North-West, the name these fine wheats go by is "Pegu" or "Pegoo." In our market, it goes by the name of "No. 1 Club."

I next come to a wheat, inferior to the above, which I understand goes generally by the name of "Doodiah" or "Doodeah," being called in our market "No 2 Club." This is the quality we see most of, and it is very well liked, as in preparing for use it absorbs a great weight of water, which, of course, is very profitable for the miller in this country. The great drawback to it, however, is its foulness, caused by admixture with grain, tears, and barley. There is no reason, however, why, in two or three seasons, this fault should not be almost entirely remedied by your officers attending to properly cleaned seed being put into the ground.

I next come to a white-grey hard wheat, which appears to me to come from low ground, as it is almost as hard and flinty as rice; on the whole, it is a clear wheat, still it could be improved by the seed wheat being better attended to.

I next come to a soft red wheat, which appears to me to come from the same districts as the "No. 2 Club," as, except in colour, it seems to be the same style of grain; it is quite as foul as the "No. 2 Club," and, by properly cleaning it for seed, I have no doubt its value as an article of trade could be raised also 2*s.* to 4*s.* per quarter.

Another class of wheat we see largely from Calcutta is a rather large-berried wheat, classed between the No. 1 and No. 2, which we call in Mark Lane "Mountain Club," parties who have seen it grow telling me it comes from pretty high ground. This is a clean wheat, but can also be improved by the seed being more carefully attended to.

The last wheat I would name as coming from Calcutta is from the Central Provinces, and is called "Jubbulpore," the district where it is produced lies about halfway between Bombay and Calcutta by rail, and most of it goes to the west coast for shipment, and I therefore treat this under the head of—

Bombay.—The wheats from this port seem to be all produced in

Central India; at least all I have seen, whether soft or hard, show a long, bold grain just like the "Jubbulpore."

No. 1, "White Bombay," is the finest wheat I have ever seen from India, and it does not seem possible to improve upon it, when I state that it sells at close to the same price as Australian (the finest wheat imported).

No. 2, "Bombay White," is also a superior article, but its great drawback is the coarse large-grained brown wheat, and some pains ought to be taken to have this grain extracted. The same cleaning machines named elsewhere in this paper might be tried to get it out, but I doubt the success of this process, and suspect the only way to bring the No. 2 wheat up to the No. 1 is to hand-pick out the coarse brown grain and sow the wheats separate. In three or four seasons, by this mode, I feel sure the quantity of No. 1, "Bombay White," might be much increased, and No. 2 decreased in proportion.

The next wheat to be noticed as exported from Bombay is the long-berried coarse brown wheat, a good article, but not much known on this side, and does not bring within 5*s*. per quarter of No. 2 White.

From Bombay also is exported a very fine long-berried hard wheat, of which large quantities have gone the last two seasons to Marseilles and other Mediterranean ports, but it is not liked here, being too much of rice nature. So far as the Bombay wheat trade is concerned, the production of the fine wheats should be as much encouraged as possible for the United Kingdom consumption, and as regards cleaning, where necessary, the machines mentioned elsewhere are the best

Madras.—So far as I know, no wheat has reached the United Kingdom from that presidency, but I have this season seen a sample of red wheat thence which would do well for use in our markets, being of a sound, strong red type.

Kurrachee.—The export of wheat from the Indus country through this port has been at times considerable, and there seems to me no reason why it should not rapidly increase; the quality of the wheat, white and red, is soft and mellow, but its great drawback is the large admixture of barley it contains, which ought to be got out. I have no hesitation in saying that, in four or five years, Kurrachee-shipped wheat would be improved 3*s*. to 5*s*. per quarter if due attention were paid to the cleaning of the seed wheat. The machines I allude to elsewhere are the very things for the purpose, and I have great confidence in the future of the Indus country as growing wheat, since the grain itself is mellow and easy for the miller to handle.

Machines.—I have taken a good deal of trouble in this matter, consulting Dell and Son of Mark Lane, who are clever, intelligent machine inventors and makers, and most respectable people. I send you several copies of their last list, and Mr. Dell, Junior, has kindly noted a few remarks against the machine* he specially points to for seed wheat cleaning purposes; he is sup-

* Prospectus annexed.

plying D. Sassoon & Co. with machines for cleaning the wheat shipped now so freely at Bussorah on the Persian Gulf, and from experiments on foul wheats from India, Persia, and Syria, that I have seen, there is no doubt Messrs. Dell and Son understand their business in recommending the machines they do.

Of course, I need hardly tell you that the cause of the sudden increase in the wheat trade with India is the opening up of the Suez Canal, thus enabling wheat to arrive in London and Liverpool in 42 to 48 days from Calcutta, from dates of bill of lading, in 35 to 38 days from Bombay, in 40 to 45 days from Kurrachee, by which means the ravages of the weevil are much checked; and altogether the trade is rapidly settling down to a regular one, the quality of wheat from India generally competing well with Russian, British and American sorts. It appears to me that the grand thing to point to is to get the wheat as cheaply as possible to the ports, either by cheapening railway carriage, or improving the rivers, or increasing and extending canals,—probably you will say, by doing all.

Before ending these remarks, which I fear you may find wearisome, I should not like you to suppose that shipments are made by the Suez Canal alone, though they are so entirely from Kurrachee, and very much so from Bombay, from Calcutta, however large quantities of wheat are shipped yearly by sailing vessels, and it is found the grain stands the voyage well by being stowed at the bottoms of the ships in bags, where no light or air can get to it, thus keeping the destructive weevil quiet and in a dormant state.

If you want any more information, I shall be glad to give it you, or obtain it for you, if it is not within my personal knowledge.

As far as I can find out, the Calcutta people call the different wheats as follows:—

Soft red,	"Jamajallee."	Gunga and Jumna—wheats of the Doab.
Hard ,,	"Gungajallee."	
Soft white,	"Doodeah."	

Soft ,, (fine, North-West), "Pegu," or "Pegoo."

Prospectus referred to in preceding letter.

Blowing, Winnowing, and Screening Machines.

The universal approval and many prices accorded to this machine have given rise to many imitations. Every part of these machines is made to a standard gauge, thus ensuring an accuracy of fit, and facility of repair, unequalled in any other machine of this class. The care and attention which has been bestowed upon the production of these improved machines, together with the sound principles upon which they are constructed,—ensuring durability and efficiency to a high degree,—have already brought them into extensive use. They are made of the very best materials, are light, simple, pleasing in appearance, such as can only be obtained by first-class design and workmanship.

For separating and cleaning all kinds of grain and seeds for market, this machine has no equal. For export they are not to be

surpassed, being durable and simple. They are capable of cleaning grain as fast as one man can fill the machine, being a complete blowing and dressing machine at one time, but can be used as a blower separately, if required. Having an eccentric motion, it can be thrown in and out of gear, making two complete implements in one. Large stock always on hand.

Prices.

No. 1.—Machine complete with blowing apparatus, riddles 22 by 18 inches, £10. If of hard wood for hot climate £1 extra.

This machine, with special sieves, will do 8 to 10 quarters per hour of the sample tried. If put through twice, a great improvement would be made on the first sample.

No. 2.—Same as No. 1, without blowing apparatus, £9.

No. 3.—Small size without blowing apparatus riddles, 18 by 18 inches, £8.
Blowing apparatus to No. 3, 15*s.* extra.
Seed riddles, 10*s.* extra.

No. 4.—New size for small occupations, riddles, 16 by 16 inches, £6 10*s.*

For shipment, machines can be made in sections so that six machines will occupy the measurement of one when erected.

No. 2.

Extract from "Report on the Home and Foreign Trade of Canada, for 1875."

FACILITIES FOR TRANSFERRING GRAIN, &c.

* * * * * *

With all the facilities referred to at his command, the grain merchant in Montreal stands in a most important relation to the markets of Europe on the one hand, and the vast cornfields of the western world on the other. In response to orders by cable, he either forthwith buys Canada wheat on the spot or near at hand, or he directs the purchase of grain in Chicago or Milwaukee. Subjected, as it is, at these great centres, to the most perfect system of inspection in existence, it arrives at Kingston, and is there transferred to barges of similar capacity to the vessels from which it is delivered, and, passing through the cool waters of the river St. Lawrence, the cargo of wheat, corn, rye, or other grain, is placed alongside the ocean-going ship for transport across the Atlantic. All this is accomplished, as must be evident, without the possibility of the grain being changed, or mixed with an inferior quality, by the way (a result which cannot be relied upon by any otherroute), thus giving additional value to the inspection certificate which was issued for the cargo at the original port of shipment. Not the least important consideration is, that the northerly latitude of the Canadian transportation route relieves the grain from all danger as to *condition*, even in the summer months, when the risk by other channels is comparatively great.

Extract from the Proceedings of the Government of India in the Department of Revenue, Agriculture and Commerce, dated Calcutta, the March 1876.

[AGRICULTURE AND HORTICULTURE.]

READ the following despatches from the Secretary of State :—

No. 130 (Statistics and Commerce), dated the 21st December 1876, forwarding an extract from a letter from a merchant in London, on the subject of qualities of Indian wheat which are most appreciated in the English market, and of the means by which the prices given for them might be raised, and drawing attention to the importance of the adoption of measures with a view to encourage the improved cultivation of this grain and to facilitate its transport to England in good condition.

No. 14 (Statistics and Commerce), dated the 18th January 1877, requesting that a compilation be prepared, showing the main features of the cultivation of wheat, its consumption and export, the selling prices, the probable cost of transport ; and that samples of the chief local varieties of the grain carefully named and described may be made and sent to England.

Read also the following papers showing the action taken by the Chief Commissioner of the Central Provinces, with a view to improving the quality of the wheat in those Provinces and preventing its admixture with other grains.

Circular No. 11, dated the 5th May 1876.

Extract, paragraph 3, from a circular, No. 25, dated the 4th August 1876.

Circular letter No. 3433-162, dated the 9th September 1876, and enclosures.

RESOLUTION.

OBSERVATIONS.—The development of the export trade in Indian wheat has long occupied the attention of the Government of India. In January 1873, on the representation of the Bombay Chamber of Commerce, who urged that the weight of the export duty and the length of the sea voyage practically disabled Indian wheat from successfully competing with any country in the English market, except perhaps California and Australia, the Government of India freed Indian wheat from all duty on export.

2. Since then, aided by various other circumstances,

particularly the shortened transit through the Suez Canal, and recently the state of exchange, and perhaps to some extent the political condition of eastern Europe, the increase in the trade has been very great, as will be seen from the figures appended showing the quantity and value of the wheat exported to foreign countries :—

		Cwt.	Rs.
1871-72	... ...	637,099	23,56,445
1872-73	... ...	394,010	16,76,900
1873-74	... ...	1,755,954	82,76,064
1874-75	... ...	1,069,076	49,04,352
1875-76	... ...	2,498,285	90,10,255
1876-77	(first ten months) ...	4,839,290	1,67,34,001

Seeing that the quality of Indian wheat has commended itself to English millers, it may be hoped that with the advantages she now possesses, India will be able to maintain this important trade at a high level. But it must not be forgotten that this country has active and eager competitors in the United States, Southern Russia, Austro-Hungary, and Egypt, and that some of these countries are naturally possessed of great advantages in the shipment of wheat to England. It is necessary, therefore, that the greatest care should be taken by every body interested in the trade, from the cultivator to the shipper, to prevent any cause for complaint regarding the quality of the grain exported.

3. It appears from the despatch No. 130, received from Her Majesty's Secretary of State, that complaints are now made of the dirty condition of Indian wheat received in England, as well as of its admixture with inferior grains. The Governor-General in Council desires that these papers may be circulated amongst district officers and published for general information. To some extent the complaints regarding the dirty condition of our wheat will diminish with the extended employment of the railways in its carriage to the port of shipment, in supercession of boats, and with the increased facilities of despatch from the port. A great deal may also be done by the trade in undertaking the cleansing and sorting of the grain before it is shipped. It would appear from a letter from the firm of Messrs. Finlay, Scott & Co. of Bombay to the Chief Commissioner of the Central Provinces, that in the present state of the market it would hardly be profitable to incur much expense in such cleansing and sorting. But probably with an increased demand for

cleaned and sorted wheat, it will prove remunerative to set up winnowing and sorting machines of the kind referred to in the communication from Her Majesty's Secretary of State at the great centres of shipment, *viz.*, Bombay, Kurrachee, and Calcutta. In view of the poverty and ignorance of the agricultural community of India, the Governor-General in Council does not consider that it would be expedient to suggest the employment in the rural districts of machines, the purchase of which would require capital which is probably not forthcoming, and the repair of which, when broken, could not be effected except at the Presidency towns. His Excellency in Council considers however that much may be done in the way of advice and instruction by district officers to impress upon the agriculturist the necessity of so treating his crop, after it has been reaped, as to keep it reasonably clean, and that such advice will be welcomed and acted upon by the cultivator in his own interest as soon as it is made clear to him that clean wheat will command a readier and better market than dirty grain.

4. The question of admixture of wheat with inferior grains, such as barley and gram, is a separate matter. It is not probable that the adulteration is altogether fraudulent. The truth is that the cultivating classes, who do not largely consume wheat themselves but the inferior grains, have hitherto been in the habit of sowing these inferior grains with their wheat in the same field, the object being to have some resource to fall back upon in the event either of failure in the wheat crop or of difficulty in selling it at a remunerative price. As long as circumstances operated against the development of a steady and sure trade in wheat, this practice of the cultivator could perhaps only be regarded as dictated by prudence. But circumstances have changed, and a practice which formerly was reasonable, has now no reason for continuance, and indeed its continuance will have an injurious effect on the cultivator. There seems little reason to doubt that the agricultural community will be ready to modify this habit on becoming acquainted with the facts of the case, and that they may easily be persuaded either to cease to cultivate inferior grains in the same field with wheat, or to be careful in reaping to keep them apart. The local officers in each district should cause them to be properly instructed in this matter, and they should specially impress upon the cultivators the need for careful selection

of their seed. Much good may result from judicious action in this direction, and the Governor-General in Council commends the matter to the particular attention of the local authorities. His Excellency in Council has noticed with much satisfaction the steps which have already been taken toward the attainment of the object desired by the Chief Commissioner of the Central Provinces.

5. The Secretary of State for India desires that a Paper may be prepared, bringing together all the facts procurable regarding wheat cultivation in India. To assist in the preparation of such a paper, the Governor-General in Council requests that in each province a memorandum may be drawn up shewing, as far as the information may be available,

(1) The names of the districts in which wheat is grown;
(2) the area (in acres) under wheat in each of the last five years to the end of 1876-77;
(3) the average outturn in pounds per acre;
(4) a brief account of the cultivation, in which should be stated the kind of land preferred, the quantity of seed sown per acre, the crop which wheat follows, the season of cultivation, and other useful particulars;
(5) the average wholesale price of wheat;
(6) average consumption per head of the population of the district;
(7) total consumption within the district;
(8) annual imports into the district for five years, and places whence imported;
(9) annual exports for the same period, places whither exported, and proportion carried by road, rail or river;
(10) estimated average cost of cartage to the railway station nearest the district;
(11) cost of transit to port of shipment (Calcutta, Bombay, or Kurrachee), by rail, by road, and by river;
(12) local names for the varieties of wheat cultivated, and their description in English; and
(13) a general summary for the province, showing the total area under wheat, the average outturn per acre, the total outturn, and the details of the import and export trade.

6. It is also requested that no time may be lost in obtaining the samples of wheat required by the Secretary of State. It is desirable that these should be put up in bags containing two pounds each, properly labelled with the name of the district in which the wheat was grown and its distinctive name. These samples should be forwarded to this office as soon as possible, without waiting for the completion of the information asked for.

ORDER.—Ordered, that a copy of this Resolution with a copy of the papers read in the preamble be forwarded to the

with a request that the necessary measures may be taken without delay to carry into effect the suggestions and instructions contained in this Resolution. The Governor-General in Council will be glad to receive any suggestions which local Governments and Administrations may desire to make with a view to the further development and improvement of the trade.

(True Extract,)

G. H. M. BATTEN,
Offg. Secretary to the Government of India.

No. 73 OF 1877.

CHAMBER OF COMMERCE, BOMBAY, 3*rd April* 1877.

To G. H. M. BATTEN, Esq., Officiating Secretary to the Government of India, Calcutta.

SIR,—I am directed by the Committee of the Chamber of Commerce, to acknowledge, with the thanks of the Chamber, the receipt of your letter No. 52, and of the papers which accompanied it, on the subject of the suggested improvements in the quality of Indian wheat.

The compilation which the Secretary of State has desired to be prepared bringing together all the facts procurable regarding wheat cultivation in India, referred to in para. 5 of the Resolution of the Government of India, will be very interesting and useful, and the Committee desire me respectfully to ask the favour of your supplying the Chamber with copies of it as soon as it is ready.

With reference to your suggestion that Merchants would

perhaps find it to their advantage to clean their consignments of grain before shipping them, I am directed to state that this has generally always been done by Merchants at this Port. Exporters use for this purpose the best machines obtainable from England, and large quantities of dhall, gram, barley and other substances, are thereby removed; but with the ordinary qualities of Bombay wheat it is absolutely impossible, even with the best machines at present known, to separate all inferior grains. The admixture results, as Government has pointed out, from the habit of the cultivators of sowing inferior grains with their wheat in the same field, and the Chamber observes with much satisfaction the efforts of Government to persuade the cultivators both in sowing and in reaping to keep these grains apart from the wheat.

In conclusion, the Committee direct me to say that a reduction in the present high cost of carriage of grain from the wheat producing districts to this Port would probably result in a further considerable developement of the export trade. The Government of Bombay concurs with the Chamber in this view, but defers urging at present any reduction upon the G. I P. Railway Company on account of the resources of the Company being already overtaxed by the demands of the Famine districts. But the Chamber earnestly hopes that the Government of India will take the first opportunity of pressing on the Railway Company a reduction of rates for the carriage of grains, for such a reduction, while increasing the traffic, will confer the greatest benefit on all concerned.—I have, &c.,

J. GORDON, Secretary.

APPENDIX FF.

RULES RELATING TO THE INSPECTION AND GRADING OF GRAIN IN THE UNITED STATES.

No. $\frac{3}{201}$

Extract from the Proceedings of the Government of India in the Department of Revenue, Agriculture and Commerce, dated Simla, the 24th August 1877.

AGRICULTURE AND HORTICULTURE.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

Read again—

The Resolution, Nos. 1—39-50, recorded by the Government of India under date the 14th March 1877, on the subject of the adoption of measures for improving the quality of Indian wheat.

Read—

A despatch from the Secretary of State for India, No. 35, dated the 8th March 1877, transmitting, in continuation of his despatch of the 21st of December last, certain papers regarding the grading and shipment of wheat at Chicago, Milwaukee and New York.

RESOLUTION.

A summary has been prepared in this office, from the papers forwarded by Her Majesty's Secretary of State, of the rules in force in the chief grain centres of the United States relating to the inspection and grading of wheat and other grains.

2. The President in Council thinks it is desirable that this summary should be forwarded in continuation of the Resolution of the 14th March to all Local Governments and Administrations and Chambers of Commerce, with a request that they will be good enough to consider whether any similar system could be adopted in this country, and if so, to suggest in what way they think the Government could assist,

by legislation or otherwise, in introducing and carrying into effect an efficient system.

ORDER.—Ordered, that a copy of this Resolution, with the summary of the rules for the inspection of grain in the United States, be forwarded to the Government of Madras, Government of Bombay, Government of Bengal, Government of the N. W. P. and Oudh, Government of Punjab, Chief Commissioner of the Central Provinces, Chief Commissioner of British Burma, Chief Commissioner of Mysore and Coorg, Chief Commissioner of Assam, Chief Commissioner of Ajmere, Resident at Hyderabad, Madras Chamber of Commerce, Bombay Chamber of Commerce, Calcutta Chamber of Commerce, Rangoon Chamber of Commerce, Kurrachee Chamber of Commerce, for the purpose indicated.

(True Extract.)

C. J. LYALL,
Under Secretary to the Government of India.

SUMMARY OF THE RULES FOR THE INSPECTION OF GRAIN IN THE UNITED STATES.

The system of inspection of grain adopted in the United States, which was referred to in paragraph 2 of the Secretary of State's despatch (Statistics and Commerce) No. 130, dated the 21st December 1876, circulated with the Resolution of the Government of India No. $\frac{1}{39-50}$, dated the 14th March 1877, may be described as follows :—

The object of the rules is to ensure the delivery of wheat and other food-grains of defined qualities to purchasers at shipping ports. The grains are divided into grades (the standard of each of which is authoritatively declared by commercial bodies) by duly constituted inspectors, who grant certificates showing the grade and quantity of each consignment brought to the port and warehoused by the railway company. The holders of the certificates (which are transferable) are entitled to delivery from the railway company of the quantity and quality of grain specified therein. The inspectors are remunerated by inspection fees.

The first thing required in this system is a *standard* for each grade of wheat and other food-grains by which the Inspector-in-Chief is guided in giving the proper grade to the several lots that come under his inspection. These standards are made up as early in each season as the receipts from the new crop suffice to determine accurately the character of the crop.

The second requisite is good *inspection*, which involves having a man as Inspector-in-Chief, who is able to discriminate by eye,

touch, and smell the several qualities of grain that pass before him, and whose moral character is such as to withstand the efforts that are made by receivers to secure for their grain a higher grade than that to which it should properly be assigned.

Next, the grain is weighed, and this enables the railway company (or the warehouseman) to issue to the consignee a *certificate* entitling him to a specified quantity of grain of a specific grade. This certificate is negotiable and passes from hand to hand in lieu of the grain itself.

A factor wishing to make a shipment of a particular kind of grain presents to the railway company (or the warehouseman) sufficient of these certificates for his purpose with instructions to put the grain on board, or alongside of a certain vessel, or, it may be, on a train of cars. The rest is mechanical. The CAR may be looked through to its destination, but the *vessel* is under the care of her master, who must see to the safe and proper carriage of the grain. In New York the shipment is never accompanied by a super-cargo, however large it may be.

NEW YORK RULES.

The details of the system of inspection at the port of New York are described by the Inspector-in Chief as follows :—

Car grain, "to be graded," arriving at the port of New York is handled in the following manner :—

On its arrival, and upon notification by the railroad company, deputy inspectors, furnished with tryers and testers enter the car, and after thorough examination of quality, condition, and weight per bushel, affix a grade according to the existing standards established by the Committee on Grain of the New York Produce Exchange, which grade is noted on his "Inspection Book" opposite the car number, together with the consignee's name, weight per bushel, and remarks concerning any unusual condition of car or grain The car is then taken charge of by the railroad company, and the deputy inspector's clerk copies the grade, &c., from his inspection book into the railroad company's grade book.

The railroad company then "drill" or separate the grain into lots by grades, and float or store it as they may require ; previous to storing, however, the car is weighed "heavy" and after storing weighed "light" by an employee of the railroad company, superintended by a Deputy Inspector of Weights, who is an employee of the Inspector-in-Chief. A return in duplicate is then issued by the railroad company, giving date of inspection, number of bushels, grade of grain, and consignee, and signed by the deputy inspector, the original of which is filed by the railroad company and duplicate attached to a certificate issued by them to the consignee, stating that they (the railroad company) have "so" many bushels of "such" a grade of grain subject to their (the consignee's) order, and which is held under certain conditions.

Upon presentation of the certificate to the railroad company

with receipt and order attached, its face value in bushels of corresponding grade is delivered from any lot in the hands of the railroad company at their option, and in this manner, the identity of particular lots being lost, the object of the system is accomplished.

Appeals from the decision of the Inspector-in-Chief are made by consignees calling for a reinspection, in which case a person employed by the party calling the re-inspection, accompanied by a deputy inspector, examine the grain in question and agree upon an average sample, which is submitted to the Committee on Grain, and where erroneous inspection has been made they assess the inspector for the damages for the benefit of the consignee.

The rates for inspection at this port are for car grain 50 cents per car, and for grain in ship, boat, or store 50 cents per 1,000 bushels or fraction.

The tryer is a pole about four and one-half feet long, furnished at one end with a pointed brass cup, secured to the pole by a chain just long enough to allow the cup after being pushed down to any required depth in the car and pole withdrawn, to slip off and fill with grain, thus furnishing a sample from any depth or part of the car.

The testor is a beam scale furnished with a brass cup containing a certain known part of a bushel (the two-quart cup is in general use) and the beam so graduated as to show the proportionate weight in pounds per bushel.

The returns (original and duplicate) are made out after the folowing form:

FORM OF INSPECTOR'S RETURN.

*New York*_____ 18_____

THIS is to CERTIFY that on the_____ day of_____

18_____, I inspected_____ bushels of number_____, consigned to_____ in car No _____, at the Hudson River terminus of the_____ Railroad at

_____

_____ *Inspector in Chief*

per_____ Deputy

The certificate of the railroad company is as follows :—

No._____

Railroad Certificate for Graded Grain—Quantity Guaranteed.

New York. Grade.

OFFICE OF THE

_____RAILROAD COMPANY.

_____

*New York,*_____18

These Presents certify that

*The*_____RAILROAD COMPANY *has received at*_____, *and will deliver the below-mentioned grade and quantity of Grain, in accordance with the rules of the New York Produce Exchange and of the Railroad Companies, as the same have been agreed to by the said Company*

[Insert quantity & grade.]

*for account of*_____
*and deliverable to*_____
or order, on payment of charges accrued subsequent to the date hereof.

_____Bushels
_____

☞ *This Certificate is not a valid delivery without accompanying Coupons.*

[This Order is to be used only upon the surrender of the Certificate to the Railroad Company.]

No._____

_____RAILROAD COMPANY.

*Please deliver on the Certificate hereto attached*_____ *for*_____
*bushels of*_____ *to*_____
_____ *account.*
_____18 .

RAILROAD COMPANY.

No._____

*The*_____
*has this day received Certificate No.*_____ *for*_____
*bushels of*_____ *with an order directing delivery of the*
*Grain to*_____
NEW YORK,_____18 .

Regulations of Inspection framed by the New York Grain Committee.

Inspectors shall, when necessary, make their reasons for grading grain fully known by notations on their books.

All wheat shall be weighed, and the weight entered on the inspection book.

Any duly authorized inspector of grain who shall be guilty of neglect of duty, or who shall knowingly or carelessly inspect or grade any grain improperly, or who shall accept any money or other consideration, directly or indirectly, for any neglect of duty or the improper performance of any duty as inspector of grain, and any person who shall improperly influence any inspector of grain in the performance of his duties as such inspector, shall be immediately reported to the Committee on Grain, for its action.

The Inspector-in-Chief, and all persons inspecting grain under his direction, shall in no case make the grade of grain above that of the poorest quality found in any lot of grain, when it has evidently been mixed or doctored for the purposes of deception,

The said Inspector-in-Chief is hereby authorized to collect, until further notice, on all grain inspected under his direction, as follows :—

For inspection and verification of track weights—50 cents per car load.

For out inspection (when requested)—50 cents per 1,000 bushels, for which the Inspector-in-Chief shall issue an inspection certificate stating grade and quality.

Additional Regulations.

The Inspector-in-Chief shall, for the information of members cause to be exhibited daily in the Exchange fair average samples of inspected and consolidated grain received by rail, and when requested, shall give any general information he may possess respecting the quantity, quality, or condition of grain arriving at any or all of the Lines ; but neither the inspector nor his assistants shall give any information whatever respecting specific parcels or boat-loads.

The Inspector-in-Chief may appeal to the Commitee on Grain respecting the performance of his duties. In no case, however, shall he reveal to the Committee, or to any member thereof, the ownership of any grain submitted by him for consultation.

In accordance with a request of the Grain Trade, the Committee on Grain have established the following additional grades of oats and corn :—

No. 3 White oats shall be mainly white and not equal to No. 2 white in other respects.

No. 3 oats. All merchantable oats unfit for No. 2 shall be graded No. 3.

No. 1 mixed corn shall be of choice quality, sound, dry and reasonably clean.

They have also amended the grade of "rejected oats," so as to read as follows :—

Rejected oats. All oats damp, unsound, dirty, or for any other cause unfit for No. 3 shall be graded "rejected."

The grain rules of the New York Produce Exchange, including the grades of grain for that port as established by the Committee on Grain, are these—

Rules regulating the Grain Trade among Members of the New York Produce Exchange, adopted April the 6th, 1876.

RULE 1.—At the first meeting of the Board of Managers after their election, the President shall (subject to the approval of the Board) appoint as a Committee on Grain, five members of the New York Produce Exchange, who are known as members of the Grain Trade. It shall be the duty of this Committee to properly discharge the obligations imposed upon them by these rules and also to consider and decide all disputes arising between members dealing in grain which may be submitted to them. A majority of the Committee shall constitute a quorum; but the Committee shall fill temporary vacancies, if requested by either party, by some person or persons representing the same interest as the absent member or members, and a decision of a majority present at any hearing shall be final and binding, subject to Rule 25. They shall keep a record of their proceedings, and a fee of fifteen dollars shall be paid to the Committee for each reference case heard by them, to be paid by the party adjudged to be in fault, unless otherwise ordered by the Committee. Provided, however, that nothing herein shall prevent settlement of questions of difference by private arbitration, or as provided for in the Bye-Laws.

RULE 2.—The Committee on Grain shall, during the month of September of each year, establish the grades of grain, except for corn, the grade of which shall be established on or before the 1st of December. It shall also be the duty of the Committee on Grain to report from time to time to the trade for adoption such regulations as they may think necessary for the inspection of grain, and no change shall be made in such regulations, or in the grades so established, except at a meeting of the trade to be called by the Committee on Grain, due notice of the changes proposed being posted on the Bulletin of the Exchange.

RULE 3.—Sales of grain made as prime, before 3 P. M., shall be considered confirmed (when the grain is so located that an examination may be had promptly), unless notice of rejection for cause is given before 5-30 P. M. Sales of grain represented as not prime shall be deemed to be made on examination of bulk, and rejection shall be reported before 5-30 P. M.

RULE 4.—On sales of ungraded grain afloat, made before 3 P. M., in parcels of 5,000 bushels or over on one boat or barge, the day of sale and the two following working days (ending at 6 P. M., of last day), without regard to weather, shall be buyer's lay days, without charge; on parcels less than 5,000 bushels as above, buyers shall be allowed one lay day less. If allowed to remain beyond such term, buyer shall pay seller all charges and expenses incurred in consequence of such delay, including insurance.

RULE 5.—Ungraded grain sold afloat, before 3 P. M., shall be deemed ready for delivery unless stated to the contrary at the time of sale. If boat is prevented from towing to deliver promptly when

ordered, buyers shall have the right to cancel the sale on reasonable notice to seller, provided boat shall be ordered before 5-30 P.M. of the day of purchase.

RULE 6.—On sales of grain in store, the day of sale and the three following work days, without regard to weather, shall be free of charge for storage to buyer.

RULE 7.—When grain is in store, and sold to be delivered afloat, buyer shall approve of quality before the cost of lighterage has been incurred.

RULE 8.—Sales of grain being made for cash, seller shall have the right to demand payment at the time of passing title.

RULE 9.—On ungraded grain not received within the term of lay days or storage allowed, seller shall have the right to tender the delivery and demand payment.

RULE 10.—Ungraded grain to be in prime order shall conform in colour, berry, and cleanliness with the standard samples of the crop sold. In condition it shall be cool, sweet, and dry, suitable for shipment by sail vessel to European ports.

RULE 11.—Ungraded grain, to be of the grade called steamer, shall conform in colour, berry, and cleanliness with the standard samples of the crop sold. In condition it shall be cool, and sweet, but may be slightly soft or damp.

RULE 12.—Ungraded grain sold to arrive, or for future delivery, other than on sample or certificate, must be delivered in prime order (unless otherwise specified at time of sale), and be up to the average of the grade sold as known on this market.

RULE 13.—Ungraded grain sold to arrive on sample must be delivered in prime condition (unless otherwise specified at time of sale). Any slight inferiority in quality to sample shall not vitiate the sale, but such difference shall be settled by arbitration. When specified loads are sold, a loss of cargo or rejection for cause shall cancel the sale.

RULE 14.—When ungraded grain is sold on certificate of inspection of the port from which the grain is shipped, it shall be delivered in prime condition (unless otherwise specified at the time of sale), and such certificate shall be received as evidence of the grade. If such grain shall be transferred in transit, the seller must prove that the grain tendered is that covered by the certificate.

RULE 15.—On sales of ungraded grain to arrive, if tendered for delivery before 3 P. M., the day of tender and the two following working days, without regard to weather (ending at 6 P. M. of last day), shall be deemed buyer's lay days without charge.

RULE 16.—On time contracts made between members where grain is bought at "*buyer's option,*" time of delivery shall be as follows :—When the call is made by the buyer before twelve o'clock midday, the property shall be due and deliverable before 2-30 P.M. of the same day. When the call is made after 12 o'clock midday, the property shall be due and deliverable before 12-30 P.M. of the following business day; or

the buyer may specify any particular future day during the term of the option upon which the property shall be due and deliverable, and the property shall be due at 12-30 P.M. on the day designated (but no call shall be made before the beginning of the option); and if no call is made, the property shall be deliverable before 2-30 P.M. on the day of maturity of contract.

RULE 17.—Deliveries on contracts for five thousand (5,000) bushels of graded grain, or any multiple thereof, shall be made in lots of five thousand (5,000) bushels, and on contracts for one or more boat-loads, in lots of eight thousand (8,000) bushels (except for oats which shall be ten thousand (10,000 bushels), all within five per cent., more or less, excess or deficiency to be settled for at the the market price of the day of delivery, and all deliveries on such contracts shall be free of towage to the buyer.

RULE 18.—Deliveries of railroad certificates of graded grain on time contracts may be made up to 2 P.M., provided that four days are allowed buyer. Otherwise seller must give written notice before 12 30 P.M of his intention to deliver, and such notice may be passed to subsequent buyers up to 2-30 P.M., *provided* that no one shall hold such notice over fifteen minutes—the time of delivery to each party and the contract price to be specified on the notice. When a contract shall mature on Sunday or a legal holiday, delivery on such contract shall be made on the preceding business day. No property shall be tendered on any day upon which the Produce Exchange does not hold a business session.

RULE 19.—On contracts for grain, the tender of a higher grade of the same kind of grain than the one contracted for shall be deemed sufficient, *provided* the higher grade of grain tendered shall not be of a colour or quality that will depreciate the value of the other if mixed with it. Sellers of grain shall have the right to deliver in the customary manner afloat any grain in the port, *provided* the same shall grade in accordance with the contract on which the delivery is to be made, subject to the following conditions, *viz.*: When grain afloat is tendered, the Inspector shall inspect the grain on the boat, and also superintend the actual delivery of the same. When grain tendered is in store, the Inspector shall inspect the grain in store, and also superintend the delivery of the same from store into lighter or vessel. The Inspector in-Chief shall give a certificate of such inspection, which certificate shall be valid, the same as with graded grain arriving by railroad.

RULE 20, *Section* 1.—In case any property contracted for future delivery is not delivered at maturity of contract, the purchaser may, at his option, consider the contract forfeited; or he may purchase the property on the market for account of the seller by 1-30 o'clock P.M. of the next business day (provided he shall have made a written demand for the delivery thereof), notifying him promptly of such purchase. Any loss resulting to the buyer shall be paid by the party in default.

Section 2.—In case any property contracted for delivery is not received and paid for when properly tendered, it shall be the duty of the seller, in order to establish any claim on the purchaser, to

sell it on the market at any time during the next 24 hours, at his discretion, after such default shall have been made, notifying the purchaser within one hour of such sale, and any loss resulting to the seller shall be paid by the party in default.

Section 3.—Sections 1 and 2 of this rule shall not be construed as authorizing unjust or unreasonable claims, based upon manipulated or fictitious markets; and in case of any disagreement arising from any action taken under this rule, the expressed willingness of either party to the controversy to submit the question of difference to arbitration shall be evidence on the part of such member of his readiness to equitably adjust and settle his said disputed obligation; and pending such proffered arbitration, if he shall abide by the same in good faith, he shall not be deemed guilty of an infraction of these rules.

RULE 21.—Any holder of a railroad certificate of graded grain who shall be dissatisfied with the quality of any lot tendered may call for a re-inspection, subject to appeal to the Committee on Grain. If the decision of the Inspector shall be sustained, the cost of re-inspection shall be borne by the holder of the certificate; but if not sustained, by reason of error on the part of the Inspector, he shall be held liable for damage occasioned thereby.

RULE 22.—On all sails or purchases of grain to arrive, or for future delivery, either party to the contract shall have the right to call an original margin of ten cents per bushel on wheat, rye, and barley, and five cents per bushel on corn and oats, and a further margin from time to time to the extent of any variation in the market value from the contract price; said margin to be deposited in such bank or trust company as may have been designated by the Finance Committee of the Produce Exchange, *provided* that such bank or trust company shall not be expressly objected to at the time of making the call. In case of such objection, then the deposit to be made in some duly authorized bank or trust company not objected to. When margins are called before 3 P.M. they must be deposited before 12 o'clock midday the following day. In case of failure to deposit as above, then the party calling the margin shall have the right to cover his or their contract at discretion, for account of the party failing to respond to the call for margin. When margins are called (original or for variations in the markets), certified checks must be drawn to the order of the bank or trust company in which they are to be deposited, and sent to the Superintendent of the Exchange, who shall deposit the same and receive a certificate of deposit, made payable on the order of the Superintendent of the Exchange, and to the order of the buyer and seller. The Superintendent shall promptly send such certificate to the party making the deposit, and a copy of the same to the party calling the margin. In settlement the Superintendent shall endorse the amount due on the certificate over his own signature, as instructed by both parties to the contract. In case the two parties do not agree as to the amount due on the margin certificate, the same shall be submitted to arbitration for final adjustment. In case of the absence of the Superintendent, the President of the Produce Exchange or the Chairman of the Finance Committee

shall act in his stead under this rule. This rule shall be governed in its privileges and restrictions by Rule 20.

RULE 23.—All grain sold by any member of the Produce Exchange shall be weighed or measured by a disinterested party, whose authority as such weigher or measurer shall be conferred or revoked by the Committee on Grain, and all returns of weights and measures shall be promptly delivered to the owner of such grain, and the title shall not be deemed as passed until such returns are endorsed by the owner to the buyer.

RULE 24.—On all deliveries of grain afloat, sellers shall incur the customary expense of half weighing. Where grain is measured or discharged other than by elevators, and any increased expense is thereby incurred, the buyers of such grain shall incur all additional expenses beyond the customary half weighing, as charged by elevators. Buyers shall pay any additional expense of harbour towing in excess of the customary towing as agreed upon by the Joint Committee of Grain Merchants, Transportation Agents, and Towboat Men.

RULE 25.—Any party feeling himself aggrieved by the decision of the Committee on Grain in the interpretation of these rules shall have the right of appeal to the Board of Managers of the Produce Exchange, and no change shall be made in these rules by the Committee of Grain before submitting the same to a meeting of the Grain Trade properly called, at which twenty shall constitute a quorum.

Articles of Agreement between the New York Produce Exchange and the New York Central and Hudson River Railroad Company, Erie Railway Company, and Pennsylvania Railroad Company, relating to the inspection, grading, consolidation, and delivery of grain arriving by rail at the Port of New York.

First.—In order to facilitate deliveries of grain arriving by rail at the port of New York, it is hereby mutually agreed by and between the parties hereto, in consideration of the adoption and enforcement of the following rules by the said parties respectively, in the manner and to the extent hereinafter set forth, and also for other good and valuable considerations as follows:

Second.—The railroad companies, parties hereto, may put together in warehouses, boats, or other receptacles, provided by themselves for that purpose, grain of the same kind and grade, without regard to ownership, after the same has been inspected, graded, and weighed in accordance with the rules of the Produce Exchange, as hereinafter set forth; but nothing herein contained shall be construed as depriving shippers of the right of preserving the identity of grain consigned to this market, if they shall so elect, subject only to such uniform conditions as may be made by the railroad companies hereto, for that purpose.

Third.—It is hereby further agreed that all questions of difference between the New York Produce Exchange, or any member thereof, and the railroad companies, or either of them, growing

out of the inspection and delivery of grain, shall be settled by a private arbitration committee, consisting of three persons, one of whom shall be selected by the President of the New York Produce Exchange, subject to the approval of the Committee on Grain, one by the railroad companies, or the company with which the controversy may arise, and these two to select a third; and the decision of a majority of such arbitration committee shall be final as to the case presented.

Fourth.—Any of the parties to this agreement desiring any alteration of or amendment to any of the following rules, may give notice in writing to each of the other parties hereto, which notice shall contain the substance of the proposed alteration of amendment, and shall designate the time and place (in the city of New York) for a meeting of the said parties to consider and act on the same, and which time shall be at least 30 days subsequent to the date of said notice.

Fifth.—The New York Produce Exchange agrees to adopt and enforce, as far as it legally may, the following rules, to be known as "Rules of the New York Produce Exchange for Grading Grain":—

RULE 1.—The "Committee on Grain" of the Produce Exchange shall, upon the execution of this agreement, proceed to establish grades of all kinds of grain, and shall prepare and keep at the Produce Exchange standard samples of such grades; and for the proper maintenance of the grades of grain, as established under the provisions of this rule, the Committee on Grain shall appoint an Inspector-in-Chief, whose term of office and those of his appointees shall be subject to the pleasure of said Committee, and who shall perform the duties as set forth in the following rules. The Committee on Grain shall also do such other proper and needful things as shall from time to time be required for properly carrying out this system of grading grain.

RULE 2.—The Inspector-in-Chief shall appoint such number of deputies as, in his opinion or in the opinion of the Committee on Grain, shall be sufficient to ensure the prompt and reliable inspection of each car of grain upon its arrival at the Hudson river terminus of the railroads, and the performance of such other duties as may devolve upon him or them under these rules. The salaries or fees of these deputies shall be paid by the Inspector-in-Chief.

RULE 3.—Immediately after their appointment, and before performing any of the duties of their office, the Inspector-in-Chief and his deputies shall be required to take or subscribe to the following oath or affirmation:—

"I do solemnly swear (or affirm, as the case may be) that I will execute the duties of an inspector of grain under the rules of the New York Produce Exchange, with strict impartiality and according to the best of my ability."

RULE 4.—It shall be the duty of the Inspector-in-Chief or his deputies to inspect and determine the grades of grain (subject to inspection) in the cars; to supervise the weighing of the cars, loaded and light, upon the railroad track scales, and to see that such scales are in correct working order when in use. He shall keep, or cause to be kept, in a book or books provided by him for

that purpose, an accurate record of the number of each car; the kind, grade, and quantity of grain inspected, and weighed therein; the date of such inspection, and the name of the consignee. He shall also furnish to the railroad companies returns in duplicate of grain so inspected and weighed at the Hudson river termini of their respective lines, which returns shall be made upon the following form of Inspector's return. [The form is given on page 478 of this summary.]

RULE 5.—The compensation for inspection shall be at a rate per car to be determined and regulated by the Committee on Grain, and shall be payable weekly by the consignees to the Inspector-in-Chief.

RULE 6.—On all scales of graded grain, the tender of guaranteed certificates, as described in Rule 1 of the rules of the railroad companies, shall constitute a delivery of the grain as between sellers and buyers, except in the cases provided in Rules 7 and 9 of the railroad companies, when such certificates shall cease to be a valid delivery as between sellers and buyers. Such deliveries shall be made between the hours of 10 A.M. and 2 P.M. Deliveries shall be known as "regular" when three working days, including the day of tender, are allowed by sellers. When the term "fresh" is used, it shall be understood to mean four days, as above. Sellers shall deduct from their invoices the customary half-weighing, elevation, or cost of delivery of grain from boats, any accrued demurrage, and also, if necessary, sufficient unaccrued demurrage to give buyers "regular" time for delivery, as hereinbefore described, which charges shall then be assumed by buyers.

RULE 7.—Inspectors shall furnish samples of grain inspected on arrival as out of condition or unmerchantable, or for which no grades are established, before noon on the day such grain is ready for delivery.

RULE 8.—All grain delivered under these rules shall be weighed or measured, as provided in Rule 23 of the "Rules regulating the grain trade in the city of New York," and the weigher or measurer shall promptly furnish to the railroad company from whose boat or boats such delivery shall be made a true and correct return of of the weight (in bushels and pounds) of each lot of grain so delivered, upon the following form of certificate:—

*To the*_____ *R. R. Co.*

This is to certify that I have weighed (or measured) from boat

_____ for account of

_____

_____ bush. of _____

and that the same has this day been delivered to _____

Boat ready for delivery _____

Delivery completed _____

(Signed) _____

Weigher.

New York, _____

The representatives of each railroad company shall have the right to verify the correctness of such certificate of grain delivered from its boats, by examination of weigher's books or scales, or both, either during or after such delivery.

If any weigher or measurer shall refuse to permit such examination and verifications, or shall unreasonably impede the same, the party aggrieved may make complaint to the Committee on Grain of the New York Produce Exchange, and if, after investigation by the said Committee, such complaint be deemed substantiated, the license of such weigher or measurer shall be revoked.

RULE 9.—Any grievances between members, growing out of the inspection of grain, shall be referred to the Committee on Grain of the New York Produce Exchange for adjudication.

Sixth.—The_____railroad companies, parties hereto, agree that they will, for the purpose of carrying out this agreement, adopt and enforce, as far as they legally may, the following rules, to be known as "Rules of the Railroad Companies for Graded Grain at the Port of New York":—

RULE 1.—The railroad companies, parties hereto, will severally issue guaranteed certificates for grain consigned to New York, when consolidated and graded under the provisions of this agreement [in the form given on page 479].

The quantity of grain represented by each certificate shall not exceed 8,000 bushels, except of oats, for which the certificates shall not exceed 10,000 bushels each. These certificates shall be properly dated and numbered consecutively, and shall state in detail the kind, grade, and quantity of the grain represented by them, and shall be furnished to the consignees before noon of the dates thereof, accompanied by the freight bills and inspection returns. The railroad companies shall, however, have the right to withhold such certificates until the freight (computed upon the track scale weights as verified by the Inspector) and all accrued charges upon the grain represented by such certificates shall have been paid.

RULE 2.—Consignees shall be allowed to hold grain in boats four days (exclusive of Sundays and legal holidays), including the dates of the certificates, free of expense. After that time demurrage shall accrue at one-eighth of one cent per bushel per day, or part thereof, whether orders for delivery have been given or not, which charge shall then continue until the demurrage charge accrues, as provided in Rule 5.

RULE 3.—Upon surrender of certificates to the railroad company issuing the same with an order directing delivery of the grain, the said company shall give proper receipts for the said certificates, and shall promptly deliver the grade and quantity of the grain specified therein at any customary place of delivery in the port of New York, as directed.

RULE 4.—The railroad companies shall not be required to place, free of towage, less than 4,000 bushels of one grade or kind of grain at any one point in the harbour.

RULE 5.—After grain is ordered, consignees or owners shall be allowed three days, at the rate of demurrage provided in Rule 2

(exclusive of Sundays and legal holidays) including that of its arrival at the specified point of destination, for unloading, and shall thereafter pay ten dollars ($10) demurrage for each 24 hours, or parts thereof, on each order for the delivery of 10,000 bushels, or less, of one grade of oats, or 8,000 bushels, or less, of one grade of any other kind of grain, until the same be discharged, whether such time be within the original four days or not, but the railroad companies shall have the right to terminate their liability in the manner provided in Rule 7.

RULE 6.—The railroad companies shall be liable as common carriers for the safety of grain represented by their certificates until delivered in accordance with these rules, but they shall have the right to terminate their liability in the manner provided in Rule 7.

RULE 7.—If any certificate of graded grain be not surrendered to the railroad company issuing the same within five days from and including the date thereof, with an order directing the delivery of the grain, the said company may thereafter give not less than 48 hours' notice on the Bulletin of the New York Produce Exchange of their intention to store in grain warehouses the grain represented by such certificate; and if such certificate be not surrendered within the time specified in such notice, with an order directing some other disposition of the property, the said company may thereafter so store the grain at the expense and risk of the owner thereof. Upon the surrender of the certificate for grain so stored, and the payment of the accrued charges, the railroad company shall furnish a customary warehouse receipt in exchange therefor, and thereupon the liability of said company under such guaranteed certificate shall terminate.

RULE 8.—All grain for which no grades are established shall be kept separate, and delivered from track, or under such uniform conditions as may be made by the railroad companies, parties hereto, for that purpose.

RULE 9.—The railroad companies, parties hereto, shall require their employees in charge of grain held afloat under these rules to exercise care and watchfulness respecting the condition of such grain, and to give notice to the Inspector-in-Chief without unnecessary delay of any change discovered by them in the condition of grain in their charge. Also, to give to the Inspector-in-Chief, or his deputies, at all times, every reasonable facility for the thorough examination of grain whether any report of its condition has been made by them or not.

It shall be the duty of the Inspector-in-Chief, from time to time, to cause examination to be made of the condition of grain in boats for which guaranteed certificates have been issued, and if any of such grain shall be found to be out of condition, he shall promptly give notice of the fact to the railroad company having such grain in its possession, and shall state in such notice the kind and grade of grain, and as near as practicable its actual condition; also the name and location of the boat or boats containing the same. Whereupon the railroad company receiving such notice shall, without unnecessary delay, certify thereon the certificates out-

standing upon which such grain will be delivered, which certificates shall be those of the oldest number and dates then in circulation or uncancelled; also the quantity to be delivered under such certificates, and cause such notice to be posted upon the Bulletin of the Produce Exchange, and thereafter the certificates so posted shall cease to be a valid delivery of graded grain under these rules, as between sellers and buyers. Such posted grain shall be delivered, subject to any extra expense for re-inspection, if the same shall have been tendered for delivery and rejected, for cause, by owner of the certificate upon which it had been tendered.

Grades of Grain established by the Committee on Grain of the New York Produce Exchange.

WINTER WHEAT.

Extra white winter wheat shall be bright, sound, dry, plump, well cleaned and pure white.

No. 1 white winter wheat shall be sound, dry, reasonably clean, nearly pure white, weighing not less than fifty-nine pounds to the measured bushel.

No. 2 white winter wheat shall consist of all sound white winter wheat unfit to grade No. 1.

Amber winter wheat shall be bright, sound, dry, plump, well cleaned, and pure amber.

No. 1 red winter wheat shall be sound, dry, plump, and well cleaned.

No. 2 red winter wheat shall be sound, dry, reasonably clean, weighing not less than fifty-seven pounds to the measured bushel.

No. 3 red winter wheat shall include wheat fit for warehousing, otherwise unfit to grade No. 2.

No grade winter wheat shall include all winter wheat unfit to grade No. 3 red.

SPRING WHEAT.

No. 1 hard spring wheat shall be sound, plump, and well cleaned, weighing not less than fifty-nine pounds to the measured bushel and composed mostly of the hard varieties of spring wheat.

No. 1 north-west spring wheat shall be sound, well cleaned, weighing not less than fifty-eight pounds to the measured bushel.

No. 2 north-west spring wheat shall be sound, reasonably clean, weighing not less than fifty-six pounds to the measured bushel.

No. 3 north-west spring wheat shall be sound, reasonably clean, weighing not less than fifty-four pounds to the measured bushel.

NOTE.—The grades of north-west wheat are to include the light-colored, plump wheats, such as are grown in the north-west, and to correspond, as far as practicable, in colour and general character, with the Milwaukee and Duluth grades

No. 1 spring wheat shall be sound, well cleaned, weighing not less than fifty-seven and one-half pounds to the measured bushel.

No. 2 spring wheat shall be sound, reasonably clean, weighing not less than fifty-five pounds to the measured bushel.

No. 3 spring wheat shall be sound, reasonably clean, weighing not less than fifty-three pounds to the measured bushel.

NOTE.—These three grades are to include wheats darker in color, and not as plump in berry as the north-west grades, but which conform to the character of Chicago grades, as known in this market.

Steamer spring wheat. In case of wheat which shall be equal in all respects as to quality to the above grades, but which shall be slightly soft or damp, the word "steamer" shall be prefixed.

Rejected spring wheat shall include all merchantable spring wheat unfit for No. 3, weighing not less than fifty-one and a half pounds to the measured bushel.

No-grade spring wheat shall comprise merchantable wheat for any cause unfit to grade as rejected.

CORN.

White Corn shall be sound, dry, plump, and well cleaned; an occasional colored grain shall not deprive it of this grade.

Yellow corn shall be sound, dry, plump, and well cleaned; an occasional white or red grain shall not deprive it of this grade.

Mixed corn shall be sound, dry, and reasonably clean.

Low mixed corn shall be sound, dry, reasonably clean, but in color unsuitable to grade "mixed corn."

Steamer corn shall include corn of the above-named grades in quality; in condition it may be slightly soft or damp, but must be cool.

NOTE.—The steamer grades are "steamer white," "steamer yellow," and "steamer mixed," there being no grade of "steamer low mixed" corn.

No-grade corn. All soft, damp corn, or corn inferior in quality to that described as "steamer corn," shall be called "no-grade."

OATS.

No. 1 white oats shall be bright, sound, reasonably clean, and free from other grain, and shall weigh not less than thirty-two pounds to the measured bushel.

No. 2 white oats shall be seven-eighths white, and equal to No. 2 oats in all other respects.

No. 1 oats shall be bright, sound, reasonably clean, and free from other grain, and shall weigh not less than thirty-two pounds to the measured bushel.

No. 2 oats shall be reasonably sound, reasonably clean, and reasonably free from other grain.

Rejected oats. All merchantable oats, damp, unsound, dirty, or for any other cause unfit for No. 2, shall be graded as rejected.

RYE.

No. 1 rye shall be sound, plump, and well cleaned.

No. 2 rye shall be sound, reasonably clean and reasonably free from other grain.

No-grade rye shall include all damp, musty, or dirty rye, or which for any cause may be unfit to grade No. 2.

BARLEY.

Extra Canada barley shall be of a bright natural color, plump, sound, and well cleaned, weighing not less than forty-eight pounds to the measured bushel.

No. 1 Canada barley shall be plump, sound, and well cleaned, weighing not less than forty-eight pounds to the measured bushel, but in color not equal to "extra."

No. 2 Canada barley shall be plump, sound, reasonably clean, but may be stained.

No. 3 Canada barley shall be sound, reasonably clean, fit for malting, otherwise unfit for No. 2.

No. 1 State barley, four-rowed, shall be of a bright natural color, plump, sound, and well cleaned, weighing not less than forty-eight pounds to the measured bushel.

No. 2 State barley, four-rowed, shall be plump, sound, reasonably clean, but may be slightly stained.

No. 3 State barley, four-rowed, shall be sound, reasonably clean, fit for malting, otherwise unfit for No. 2.

No. 1 State barley, two-rowed, shall be of a bright natural color, plump, sound, and well cleaned.

No. 2 State barley, two-rowed, shall be sound, reasonably clean, and fit for malting purposes, but may be stained.

No-grade barley shall be such as is, for any reason, unfit for No. 2, of two-rowed, or of No. 3, of other grades.

PEAS.

No. 1 white Canada peas shall be bright, sound, plump, well cleaned, and free from bugs, but may have a slight admixture of gray or green peas.

No 2 white Canada peas shall be bright, sound, reasonably clean, and reasonably free from bugs, and may admit of a greater admixture of gray, green, and dead peas than the grade No. 1.

No. 3 white Canada peas shall include all peas inferior to the grade of No. 2.

CHICAGO LAWS.

The following are the rules concerning the inspection of grain in the city of Chicago.

The following are the rules adopted by the Board of Railroad and Warehouse Commissioners, establishing a proper number and standard of grades for the inspection of grain :—

RULE I.—WINTER WHEAT.

No. 1 white winter wheat shall be pure white winter wheat, sound, plump, and well cleaned.

No. 2 white winter wheat shall be pure white winter wheat, sound and reasonably clean.

No. 1 red winter wheat shall be pure winter wheat, red, or red and white mixed, sound, plump, and well cleaned.

No. 2 red winter wheat shall be pure winter wheat, red, or red and white mixed, sound and reasonably clean.

Amber wheat, Nos. 1 and 2, shall include the lighter-colored varieties of red wheat; quality and condition to be equal to the present standard of Nos. 1 and 2 red winter wheat.

No. 3 Winter wheat shall include winter wheat not clean and plump enough for No. 2, and weighing not less than fifty-four pounds to the measured bushel.

Rejected winter wheat shall include winter wheat, damp, musty, or from any cause so badly damaged as to render it unfit for No. 3.

RULE II.—SPRING WHEAT.

No. 1 spring wheat shall be sound, plump, and well cleaned.

No. 2 spring wheat shall be sound, reasonably clean, and of good milling quality.

North-western spring wheat, Nos. 1 and 2, shall include the varieties of hard spring wheat of good milling quality, and equal in every respect to the present standard of Nos. 1 and 2 spring wheat.

No. 3 spring wheat shall include all inferior, shrunken, or dirty spring wheat, weighing not less than fifty-three pounds to the measured bushel.

Rejected spring wheat shall include spring wheat, damp, musty, grown, badly bleached, or for any other cause which renders it unfit for No. 3.

In case of mixture of spring and winter wheat, it will be called spring wheat and graded according to the quality thereof.

Black Sea and Flinty Pfife wheat shall in no case be inspected higher than No. 2, and rice wheat no higher than rejected.

RULE III.—CORN.

No. 1 yellow corn shall be yellow, sound, dry, plump, and well cleaned.

No. 1 white corn shall be white, sound, dry, plump, and well cleaned.

No. 1 corn shall be sound, dry, plump, and well cleaned, white and yellow unmixed with red.

High mixed corn shall be three-quarters yellow and equal to No. 2 in condition and quality.

No. 2 corn shall be dry, reasonably clean, but not plump enough for No. 1.

No. 2 kiln-dried corn shall be sound, plump, and well cleaned, white or yellow. All kiln-dried corn, not good enough for No. 2 kiln-dried, shall be graded as rejected kiln-dried corn.

New high mixed corn shall be three-fourths yellow, of any

age, reasonably dry and reasonably clean, but not sufficiently dry for "high mixed or No. 2."

New mixed corn may be less than three-fourths yellow, of any age, and shall be reasonably dry and reasonably clean, but not sufficiently dry for No. 2.

Rejected. All damp, dirty, or otherwise badly damaged corn, shall be graded as rejected.

RULE IV.—OATS.

No. 1 oats shall be white, sound, clean, and reasonably free from other grain.

No. 2 white oats shall be three-quarters white and equal to No. 2 in all other respects.

No. 2 oats shall be sound, reasonably clean, and reasonably free from other grain.

Rejected. All oats damp, unsound, dirty, or for any other cause unfit for No. 2, shall be graded as rejected.

RULE V.—RYE.

No. 1 rye shall be sound, plump, and well cleaned.

No. 2 rye shall be sound, reasonably clean, and reasonably free from other grain.

Rejected. All rye damp, musty, dirty, or from any cause unfit for No. 2, shall be graded as rejected.

RULE VI.—BARLEY.

No. 1 barley shall be plump, bright, sound, clean, and free from other grain.

No. 2 barley shall be sound, bright, not plump enough for No. 1, reasonably clean, and reasonably free from other grain.

No. 3 barley shall include shrunken, or otherwise slightly damaged barley, weighing not less than 41 pounds to the measured bushel.

Rejected. All barley which is damp, musty, or from any cause is badly damaged, or largely mixed with other grain, shall be graded as rejected.

RULE VII.

The word "new" shall be inserted in each certificate of inspection of a newly-harvested crop of oats until the 15th day of August, of rye until the first day of September, of wheat until the first day of November, and of barley until the first day of May, of each year. This change shall be construed as establishing a new grade for the time specified, to conform in every particular to the existing grades of grain, excepting the distinctions of "new" and "old."

RULE VIII.

All grain that is warm, or is in a heating condition, or is otherwise unfit for warehousing, shall not be graded.

RULE IX.

All inspectors shall make their reasons for grading grain, when necessary, fully known by notations on their books. The weight alone shall not determine the grade.

RULE X.

Each inspector is required to ascertain the weight per measured bushel of each lot of wheat inspected by him, and note the same in his book.

Any duly authorized inspector of grain who shall be guilty of neglect of duty, or who shall knowingly or carelessly inspect or grade any grain improperly, or who shall accept any money or other consideration, directly or indirectly, for any neglect of duty or the improper performance of any duty as inspector of grain, and any person who shall improperly influence any inspector of grain in the performance of his duties as such inspector, shall be deemed guilty of a misdemeanour, and liable, on conviction, to fine or imprisonment, or both.

The chief inspector, and all persons inspecting grain under his direction, shall in no case make the grade of grain above that of the poorest quality found in any lot of grain when it has evidently been mixed, or doctored for the purpose of deception.

The said chief inspector is hereby authorized to collect, until further notice, on all grain inspected under his direction, as follows:—

For In Inspection—25 cents per car load, 10 cents per wagon or cart load, 40 cents per 1,000 bushels from canal boats, ¼th of 1 cent per bushel from bags.

For Out Inspection—40 cents per 1,000 bushels to vessels, 30 cents per car load to cars, 30 cents per car load to teams, or 10 cents per wagon load to teams.

ILLINOIS LAWS.

The laws of Illinois relating to the inspection, delivery, grading, &c., of grain, are contained in Acts of the State Legislature of the principal provisions of which the following paragraphs are a summary:—

Public warehouses divided into three classes, to be designated *a*, *b*, and *c*, respectively.

Public warehouses of class *a* embrace all warehouses, elevators, or granaries in which grain is stored in bulk, and in which the grain of different owners is mixed together, or in which grain is stored in such a manner that the identity of different lots or parcels cannot be accurately preserved, such warehouses, elevators, or granaries being located in cities having not less than 100,000 inhabitants. Public warehouses of class *b* embrace all other warehouses, elevators, or granaries in which grain is stored in bulk, and in which the grain of different owners is mixed together. Public warehouses of class *c* embrace all other warehouses or places where property of any kind is stored for a consideration.

Warehouses shall be licensed, and that the person obtaining a license shall enter into a security bond for due performance of his duty as a public warehouseman.

It is the duty of every warehouseman of class *a* to receive for storage any grain that may be tendered to him, in the usual manner in which warehouses are accustomed to receive the same in the ordinary and usual course of business, not making any discrimination between persons desiring to avail themselves of warehouse facilities—such grain, in all cases, to be inspected and graded by a duly authorized inspector, and to be stored with grain of a similar grade, received at the same time, as near as may be. In no case is grain of different grades to be mixed together while in store; but if the owner or consignee so requests, and the warehouseman consent thereto, his grain of the same grade may be kept in a bin by itself, apart from that of other owners, which bin shall thereupon be marked and known as a "separate bin." If a warehouse receipt be issued for grain so kept separate, it shall state on its face that it is in a separate bin, and shall state the number of such bin; and no grain shall be delivered from such warehouses unless it be inspected on the delivery thereof by a duly authorized inspector of grain.

Upon application of the owner or consignee of grain stored in a public warehouse of class *a*, the same being accompanied with evidence that all transportation or other charges which may be a lien upon such grain, including charges for inspection, have been paid, the warehouseman shall issue to the person entitled thereto a warehouse receipt therefor, subject to the order of the owner or consignee, which receipt shall bear date corresponding with the receipt of the grain into store, and shall state upon its face the quantity and inspected grade of the grain, and that the grain mentioned in it has been received into store, to be stored with grain of the same grade by inspection, received at about the date of the receipt, and that it is deliverable upon the return of the receipt properly endorsed by the person to whose order it was issued, and the payment of proper charges for storage. All warehouse receipts for grain issued from the same warehouse, shall be consecutively numbered, and no two receipts bearing the same number, shall be issued from the same warehouse during any one year, except in the case of a lost or destroyed receipt, in which case the new receipt shall bear the same date and number as the original, and shall be plainly marked on its face "Duplicate." If the grain was received from railroad cars, the number of each car shall be stated upon the receipt, with the amount it contained; if from canal boat or other vessel, the name of such craft; if from teams or by other means, the manner of its receipt shall be stated on its face.

Upon the delivery of grain from store upon any receipt, such receipt shall be plainly marked across its face with the word "Cancelled," with the name of the person cancelling the same, and shall thereafter be void, and shall not again be put in circulation; nor shall grain be delivered twice upon the same receipt.

No warehouse receipt shall be issued, except upon the actual delivery of grain into store, in the warehouse from which it purports to be issued, and which is to be represented by the receipt; nor shall any receipt be issued for a greater quantity of grain than was contained in the lot or parcel stated to have been received; nor shall more than one receipt be issued for the same lot of grain,

except in cases where receipts for a part of a lot are desired, and then the aggregate receipts for a particular lot shall cover that lot and no more. In cases where a part of the grain represented by the receipt is delivered out of store and the remainder is left, a new receipt may be issued for such remainder; but such new receipt shall bear the same date as the original, and shall state on its face that it is balance of receipt of the original number; and the receipt upon which a part has been delivered shall be cancelled in the same manner as if it had all been delivered. In case it be desirable to divide one receipt into two or more, or in case it be desirable to consolidate two or more receipts into one, and the warehouseman consent thereto, the original receipt shall be cancelled the same as if the grain had been delivered from store; and the new receipts shall express on their face that they are parts of other receipts, or a consolidation of other receipts, as the case may be; and the numbers of the original receipts shall also appear upon the new ones issued, as explanatory of the change, but no consolidation of receipts of dates differing more than ten days shall be permitted, and all new receipts issued for old ones cancelled, as herein provided, shall bear the same dates as those originally issued, as near as may be.

On the return of any warehouse receipt issued by him, properly endorsed, and the tender of all proper charges upon the property represented by it, such property shall be immediately deliverable to the holder of such receipt, and it shall not be subject to any further charges for storage after demand for such delivery shall have been made. Unless the property represented by such receipt shall be delivered within two business hours after such demand shall have been made, the warehouseman in default shall be liable to the owner of such receipt for damages for such default in the sum of one cent per bushel, and in addition thereto, one cent per bushel for each and every day of such neglect or refusal to deliver: *provided* no warehouseman shall be held to be in default in delivering if the property is delivered in the order demanded, and as rapidly as due diligence, care, and prudence will justify.

The warehouseman of every public warehouse of class *a* shall, on or before Tuesday morning of each week, cause to be made out, and shall keep posted up in the business office of his warehouse, in a conspicuous place, a statement of the amount of each kind and grade of grain in store in his warehouse at the close of business on the previous Saturday; and shall also, on each Tuesday morning, render a similar statement, made under oath, by one of the principal owners or operators thereof, or by the book-keeper thereof, having personal knowledge of the facts, to the warehouse registrar.

They shall also be required to furnish daily, to the said registrar, a correct statement of the amount of each kind and grade of grain received in store in such warehouse on the previous day; also the amount of each kind and grade of grain delivered or shipped by such warehouseman during the previous day, and what warehouse receipts have been cancelled, upon which the grain has been delivered on such day, giving the number of each receipt, and amount, kind, and grade of grain received and shipped upon each;

also, how much grain, if any, was so delivered or shipped, and the kind and grade of it, for which warehouse receipts had not been issued, and when and how such unreceipted grain was received by them, the aggregate of such reported cancellations and delivery of unreceipted grain, corresponding in amount, kind, and grade with the amount so reported delivered, or shipped.

They shall also, at the same time, report what receipts, if any, have been cancelled, and new ones issued in their stead, as herein provided for. And the warehouseman making such statements shall, in addition, furnish the said registrar any further information regarding receipts issued or cancelled that may be necessary to enable him to keep a full and correct record of all receipts issued and cancelled, and of grain received and delivered.

Grain that is warm, or is in a heating condition shall not be graded. In the inspection of grain, the weight shall not alone determine the grade. All inspectors shall make their reasons for grading grain when necessary, fully known by notations on their books. All wheat shall be weighed and the weight entered on the inspection book.

A Chief Inspector of Grain, to be appointed by the Governor of the State, the office being tenable for two years, for every city in which is located a warehouse of class *a*. Such Chief Inspector to have a general superivision of the inspection of grain, under the advice and immediate direction of the Board of Commissioners of Railroads and Warehouses.

The Chief Inspector to nominate to the Commissioners of Railroads and Warehouses suitable persons, in sufficient numbers, qualified for assistant inspectors, and, also, such other employees as may be necessary to properly conduct the business of his office; and authorizes the Commissioners to make such appointments.

The Chief Inspector of Grain, to be sworn before entering upon the duties of his office, and to execute a bond in the penal sum of dlrs. 50,000, with approved sureties that he will faithfully and strictly discharge the duties of his said office of Inspector according to law, and the rules and regulations prescribing his duties; and that he will pay all damages to any person or persons who may be injured by reason of his neglect, refusal, or failure to comply with law, and the rules and regulations aforesaid. Each assistant inspector to be also sworn and execute a bond in the penal sum of dlrs. 5,000, with like conditions, and to be approved in like manner as is provided in case of the Chief Inspector.

The Chief Inspector of Grain, and all assistant inspectors of grain, and other employees in connection therewith, are governed in the respective duties by such rules and regulations as may be prescribed by the Board of Commissioners of Railroads and Warehouses which Board has full power to make all proper rules and regulations for the inspection of grain; and to fix the rate of charges for the inspection of grain, and the manner in which the same shall be collected. Such charges to be regulated in such a manner as will, in the judgment of the Commissioners, produce

sufficient revenue to meet the necessary expenses of the service of inspection, and no more.

Every warehouseman of public warehouses of class *a* shall be required, during the first week in January of each year, to publish in one or more of the local newspapers (daily, if there be such) published in the city in which such warehouse is situated, a table or schedule of rates for the storage of grain in his warehouse during the ensuing year, which rates shall not be increased during the year.

The maximum charge for storage and handling of grain, including the cost of receiving and delivering, shall be, for the first 30 days, or part thereof, two cents per bushel, and for each 15 days, or part thereof, after the first 30 days, one-half of one cent per bushel. Grain which is damp or liable to early damage, as indicated by its inspection when received, may be subject to two cents per bushel storage for the first 10 days, and for each additional five days, or part thereof, not exceeding one-half of one-cent per bushel.

No public warehouseman shall be held responsible for any loss or damage to property by fire, while in his custody, provided reasonable care and vigilance be exercised to protect and preserve the same; nor shall he be held liable for damage to grain by heating if it can be shown that he has exercised proper care in handling and storing the same, and that such heating or damage was the result of causes beyond his control; and, in order that no injustice may result to the holder of grain in any public warehouse of classes *a* or *b*, it shall be deemed the duty of such warehouseman to dispose of, by delivery or shipping in the ordinary and legal manner of so delivering, that grain of any particular grade which was first received by them, or which has been for the longest time in store in his warehouse; and, unless public notice has been given that some portion of the grain in his warehouse is out of condition or becoming so, such warehouseman shall deliver grain of quality equal to that received by him, on all receipts as presented.

In case, however, any warehouseman of classes *a* or *b* shall discover that any portion of the grain in his warehouse is out of condition or becoming so, and it is not in his power to preserve the same, he shall immediately give public notice, by advertisement in a daily newspaper in the city in which such warehouse is situated, and by posting a notice in the most public place (for such a purpose) in such city, of its actual condition, as near as he can ascertain it; shall state in such notice the kind and grade of the grain, and the bins in which it is stored; and shall also state in such notice the receipts outstanding upon which such grain will be delivered, giving the numbers, amounts and dates of each, which receipts shall be those of the oldest dates then in circulation or uncancelled, the grain represented by which has not previously been declared or receipted for as out of condition; or if the grain longest in store has not been receipted for, he shall so state, and shall give the name of the party for whom such grain was stored, the date it was received, and the amount of it; and the enumeration of receipts and identification of grain so discredited shall embrace, as near as may be, as great a quantity of grain as is contained in

such bins, and such grain shall be delivered upon the return and cancellation of the receipts, and the unreceipted grain upon the request of the owner or person in charge thereof.

Nothing herein contained shall be held to relieve the said warehouseman from exercising proper care and vigilance in preserving such grain after such publication of its condition; but such grain shall be kept separate and apart from all direct contact with other grain, and shall not be mixed with other grain while in store in such warehouse.

A public warehouseman may not mix any grain of different grades together, or select different qualities of the same grade for the purpose of storing or delivering the same, nor shall he attempt to deliver grain of one grade for another, or in any way tamper with grain while in his possession or custody; and in no case, even of grain stored in a separate bin, shall he be permitted to mix grain of different grades together while in store. He may, however, on request of the owner of any grain stored in a private bin, be permitted to dry, clean, or otherwise improve the condition or value of any such lot of grain, but in such case it shall only be delivered as such separate lot, or as the grade it was originally [inspected] when received by him without reference to the grade it may be as improved by such process of drying or cleaning.

All persons owning property, or who may be interested in the same, in any public warehouse, and all duly authorized inspectors of such property shall, at all times, during ordinary business hours, be at full liberty to examine any and all property stored in any public warehouse in this State, and all proper facilities shall be extended to such persons by the warehouseman, his agents and servants, for an examination; and all parts of public warehouses shall be free for the inspection and examination of any person interested in property stored therein, or of any authorized inspector of such property.

In all places where there are legally-appointed inspectors of grain, no proprietor or manager of a public warehouse of class *b* shall be permitted to receive any grain and mix the same with the grain of other owners, in the storage thereof, until the same shall have been inspected and graded by such inspector.

In case any owner or consignee of grain shall be dissatisfied with the inspection of any lot of grain, or shall, from any cause, desire to receive his property without its passing into store, he shall be at liberty to have the same withheld from going into any public warehouse (whether the property may have previously been consigned to such warehouse or not), by giving notice to the person or corporation in whose possession it may be at the time of giving such notice. Such grain shall be delivered to him, subject only to such proper charges as may be a lien upon it prior to such notice.

The grain, if in railroad cars, to be removed therefrom by such owner or consignee within 24 hours after such notice has been given to the railroad company having it in possession: *Provided* such railroad company place the same in a proper and convenient place for unloading. Notice that such grain is not to be delivered into store may also be given to the proprietor or manager of any

warehouse into which it would otherwise have been delivered, and if, after such notice, it be taken into store in such warehouse, the proprietor or manager of such warehouse shall be liable to the owner of such grain for double its market value.

Warehouse receipts for property stored in any class of public warehouses are transferable by endorsement which may be made either in blank or to the order of another. All warehouse receipts for property stored in public warehouses of class *c* shall distinctly state on their face the brand or distinguishing marks upon such property.

MILWAUKEE RULES.

The rules of the Milwaukee Chamber of Commerce for the grading and inspection of wheat are given below :—

SPRING WHEAT.

No. 1 spring wheat must be sound, well cleaned wheat, weighing not less than fifty-eight pounds, to the measured bushel.

Extra No. 1 spring shall be composed of plump, sound, well cleaned spring wheat, bright in color and weighing not less than sixty pounds to the measured bushel.

No. 1 hard spring wheat shall be composed mostly of hard Fife or Black Sea wheat which must be sound, well cleaned, and weigh not less than fifty-eight pounds to the measured bushel.

No. 2 spring wheat must be sound and reasonably clean, and weigh not less than fifty-six pounds to the measured bushel.

Rice wheat will in no case be inspected higher than rejected. In case of a mixture of spring and winter wheat, it will be called spring wheat and graded according to quality thereof.

No. 3 spring wheat shall comprise all wheat fit for warehousing weighing not less than fifty-four pounds to the measured bushel.

Rejected shall comprise all wheat fit for warehousing, but too low in weight, or otherwise unfit to pass as No. 3.

WINTER WHEAT.

White winter must be choice white wheat, plump, sound, and clean.

No. 1 winter—red or red and white mixed, clean, and sound milling wheat.

No. 2 winter—sound winter wheat, but of inferior grade.

Rejected winter—merchantable winter wheat, inferior to No. 2.

CORN.

No. 1 corn must be plump, sound, dry, and well cleaned.

No. 2 corn must be sound, dry, and reasonably clean.

Rejected—all corn fit for warehousing, that from any cause falls below the standard of No. 2.

OATS.

No. 1 oats to be white, sound, free from other grain, and reasonably well cleaned.
No. 2 oats to be sound and reasonably clean.
Rejected—oats damp, unsound, dirty, or from any cause unfit for No. 2.

RYE.

No. 1 rye to be sound and well cleaned.
No. 2 rye to be sound and reasonably clean.
Rejected—rye unsound but fit for warehousing.

BARLEY.

No. 1 barley shall be of a bright natural color, plump, sound, well cleaned, and free from other grain.
No. 2 barley shall be sound and reasonably plump, reasonably clean, and free from other grain—good malting barley, but may be slightly stained.
No. 3 barley shall include all shrunken, discolored, but reasonably sound barley, and fit for malting purposes.
Rejected barley shall include all barley unsound or for any cause unfit for No. 3, but fit for warehousing.

INSPECTION FEES.

The fees for inspecting grain under these rules shall be *fifteen cents* per car load; and for inspecting cargoes of grain out of the Railroad Elevators shall be *thirty cents* per thousand bushels; and out of all other Elevators and Warehouses, *forty cents* per thousand bushels.

CERTIFICATES OF INSPECTION.

It shall be the duty of the Inspector to give a certificate as to the quality of the grain so inspected under the corporate seal of the Chamber of Commerce, the cost of inspection to be paid by the purchaser of the cargo inspected. No certificate of inspection shall be issued under the seal of the Chamber of Commerce, unless such certificate covers the entire cargo.

No. 183 of 1877.

CHAMBER OF COMMERCE, BOMBAY, *24th October* 1877.

The SECRETARY to the GOVERNMENT of INDIA, Department of Revenue, Agriculture and Commerce, Simla.

SIR,—I am directed to acknowledge the receipt of the Resolution of the Government of India No. $\frac{3}{201}$, dated the 24th August last, forwarding certain papers regarding the grading and delivery of wheat in the United States, and requesting the Chamber to consider whether any similar

system could be adopted in this country, and, if so, to suggest in what way Government could assist, by legislation or otherwise, in introducing and carrying into effect an efficient system.

In reply, I am directed to state that the system of inspection referred to in these papers seems to be one organised by arrangement between the various bodies of grain merchants and the Railway Companies, and does not imply any Government interference of any kind. The system has nothing whatever to do with the improvement of the quality of grain, but has evidently been introduced for the sole purpose of securing rapidity in dealing with the enormous masses of grain produce in the United States—where the Committee believe grain is always dealt with in bulk—and of preventing the trouble and inconvenience of dealing with and identifying individual lots. It has obviously many advantages—the railway certificates, with quantity and grade assured become negotiable commodities, and this alone must greatly facilitate trade.

Perhaps some years hence when the Indian grain trade has been more developed, a system of the same kind might be found convenient and desirable in India, but, in the opinion of the Chamber the time for it has not yet come. It is a system that can only be brought about gradually, and any attempts to force it must fail. The Railway Companies, moreover, would have to undertake storage and to be ready to deliver, not necessarily, any particular grain, but a particular "grade" of grain, on production of certificates.—I have, &c.,

J. GORDON, Secretary.

APPENDIX GG.

BLOCK OF TRAFFIC ON THE NORTH-EASTERN EXTENSION OF THE G. I. P. RAILWAY IN MAY LAST.

No. 90 of 1877.

Chamber of Commerce, Bombay, *5th May*, 1877.

The Agent of the G. I. P. Railway Company, Bombay.

Dear Sir,—I am directed to forward to you copy of a Memorial which has been addressed to the Chamber of Commerce by merchants trading in wheat and other produce, complaining of the complete block of traffic on the North-Eastern extension of the G. I. P. Railway, and urging the necessity of immediate steps being taken to remove the difficulty.

The loss and inconvenience occasioned by this state of things are well-known, and must have forced themselves upon your attention, but these will be greatly intensified if the vast quantities of wheat, seeds, and other produce, now lying, and which have been lying for months, at and near the stations between Bhosawul and Jubbulpore, and along the Nagpore branch, are overtaken by the S. W. monsoon. Nearly all this produce has been brought from great distances to the stations, and as at these stations there is little or no shed-accommodation for the protection of the produce which the company are unable to carry away, its exposure to rain will result in very great damage to it and in ruinous losses to the merchants interested. The requirements for the famine-stricken districts being happily now less exacting, and the cotton season in the districts which the G. I. P. line traverses nearly over, more rolling stock ought now to be available for the grain traffic which has been so long delayed for want of haulage; but, with all this, every

effort should be made, and extreme measures, if necessary, resorted to, in order to relieve the trade. And it is incumbent on the G. I. P. Railway Company to endeavour to give some indication as to what prospects there are of their being able to overtake the traffic within some reasonable time.

One of the chief hindrances which prevent the G. I. P. Railway Company from moving the produce from stations on their own line is that they have daily poured upon them at Jubbulpore from the East Indian Railway an enormous quantity of through traffic from Cawnpore, &c., for which, according to their arrangements with the East Indian Railway Company, they have to find engine-power at once to bring the loaded East Indian Railway waggons to Bombay, and to return them within a specified time. The moving of this traffic deprives the G. I. P. Railway Company of the use of a large number of engines which would otherwise be available for their own traffic.

The Committee beg very earnestly to urge on the G. I. P. Railway Company that they should give notice to the E. I. Railway Company that they cannot continue to receive this through traffic until they have cleared their own line and given relief to the merchants at their own stations, many of whom are likely to be ruined by the lock up in produce for so many months. It is, the Committee understand, admitted by the G. I. P. Railway Company that they can afford no appreciable relief so long as this E. I. Railway produce is poured upon them, but they object, notwithstanding, to put any limit on the through traffic from a fear that it might not be got back again when they want it, that is to say, when their carrying powers are increased. The Committee consider that there are no grounds for any apprehension of this kind, for, as soon as the G. I. P. Railway Company are prepared for it again, the proudce will at once flow again in their direction, as long as the market price in Bombay gives a better result to the merchant at Cawnpore than the market price in Calcutta does. They admit that the measure which they now recommend is an extreme one, but it is justified by the gravity of the position in which traders on the G. I. P. line are placed, and they consider it to be the duty of the G. I. P. Railway Company to carry its own traffic first.—I remain, &c.,

J. GORDON, Secretary.

BOMBAY, 24*th April* 1877.

J. GORDON, Esq., Secretary, Chamber of Commerce, Bombay.

SIR,—We the undersigned merchants of Bombay trading in wheat and other Bombay produce, beg to bring to the notice of the Chamber of Commerce the present difficulty and inconvenience experienced by us owing to the complete block of traffic on the north-east extension of the G. I. P. Railway. We also beg to inform you that we have repeatedly brought this subject to the notice of the railway authorities, but we regret without success. We have been not only repeatedly disappointed, but the railway authorities have been unable to give us any hope of relief within any reasonable time. The heavy loss and inconvenience occasioned by such delay is well known to your Chamber, and we therefore do not wish to trouble you with unnecessary facts. But we earnestly beg to bring to the notice of the Chamber the urgent necessity of taking immediate steps to remove the present difficulty without further delay, otherwise we shall be compelled to give up the trade altogether.—We are, &c.,

MOOLJEE NURSEY and others.

No. 5846.

GREAT INDIAN PENINSULA RAILWAY COMPANY,

BOMBAY, 12*th May* 1877.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In reply to your letter of the 5th instant, regarding the grain and seed coming from stations on this line to Bombay, I beg to inform you that within the last few days arrangements have been made to restrict the through traffic from the East Indian Railway, and we therefore hope to be able to move a large quantity of the class of traffic more particularly referred to in your letter.

The Chamber of Commerce may rest assured that the Company will do all that is in its power, to carry as much produce as possible down to Bombay before the rains.

We have had some little hesitation with regard to this restriction of traffic from the N. W. Provinces, as, judging from the opinion of the Committee expressed in previous correspondence, it was not expected the Chamber would view with favour any interference with the natural flow of traffic from the north-west, in which, I presume, the merchants are proportionately as much interested as in the traffic from any station on this railway.—I am, &c.,

G. A. BARNETT, Acting Agent.

No. 100 OF 1877.

CHAMBER OF COMMERCE, BOMBAY, *22nd May* 1877.

The AGENT of the G. I. P. RAILWAY COMPANY, Bombay.

DEAR SIR,—The Committee of the Chamber of Commerce desire me to acknowledge, with their thanks, the receipt of your letter No. 5,846, of the 12th instant, and to express their hope that the steps which you have taken will mitigate the evil complained of by traders in wheat and other produce.—I remain, &c.,

J. GORDON, Secretary.

APPENDIX HH.

ADDITIONAL ROLLING-STOCK FOR THE G. I. P. RAILWAY.

No. 1541 OF 1877.

EXTRACT from the Proceedings of Government in the P. W. Department (Railway), dated 14th September 1877.

Read again the following papers :—

Letter from the Agent, Great Indian Peninsula Railway Company, No. 3 P., dated 28th July 1877—Forwarding extract from a report made by the General Traffic Manager and Locomotive Superintendent, showing the necessity for a large addition to the present engine power to meet the traffic expected next season.

Memorandum from the Consulting Engineer for Railways, dated 30th July 1877—Forwards the above, and states that the recommendation of the General Traffic Manager and Locomotive Superintendent, that 100 additional engines including 10 ghat engines should be ordered, is based on a comparison of the engine mileage during the busiest half of the year on the Great Indian Peninsula with the engine mileage during the same half-year on six of the principal Railways in England, and on the East Indian Railway.

Minute by His Excellency the Governor, dated 30th July 1877, on the subject of additional engines for the Great Indian Peninsula Railway.

Letter to the Government of India, No. 7 M., dated 1st August 1877—Forwards the above correspondence for consideration.

Despatch to the Secretary of State, No. 16, dated 3rd August 1877—Forwards, for information, copy of the foregoing letter to the Government of India, and its accompaniments.

Telegram from His Excellency the Governor, to Sir A. Clark, dated 7th August 1877.

Telegram from Sir A. Clark, to his Excellency the Governor, dated 9th August 1877.

Telegram from His Excellency the Governor, to Sir A Clark, dated 9th August 1877.

Telegram from His Excellency the Governor to the Viceroy, dated 9th August 1877.

Telegram from His Excellency the Governor, to Sir A. Clark, dated 10th August 1877.

Telegram from Sir A. Clark, to His Excellency the Governor, dated 10th August 1877.

Memorandum from the Consulting Engineer for Railways, dated 10th August 1877—giving the train mileage on the Great Indian Peninsula Railway.

Letter to the Government of India, No. 13 M., dated 11th August 1877.—Forwards the above.

Telegram from Sir A. Clark, to His Excellency the Governor, dated 11th August 1877.

Telegram from His Excellency the Governor, to Sir A. Clark, dated 13th August 1877.

Memorandum from the Consulting Engineer for Railways, dated 13th August 1877—Submits a rough estimate of goods train mileage on the Great Indian Peninsula Railway, during the first half of 1877, divided approximately into train mileage due to famine traffic and train mileage due to other traffic.

Letter to the Government of India, No. 21 M., dated 14th August 1877—Forwards the above.

Memorandum from the Consulting Engineer for Railways, dated 21st August 1877—On the subject of additional engines for the Great Indian Peninsula Railway.

Telegram from the President in Council to the Secretary of State, dated 23rd August 1877.

Despatch from the Government of India to the Secretary of State, No. 117 R., dated 25th August 1877—Explaining the grounds on which is based the emergent demand for 60 engines (State Railway type), in addition to those already under supply, recently made in substitution of a demand submitted by the Great Indian Peninsula Railway Company for 90 goods, and 10 ghát engines.

Letter to the Government of India, No. 44 M., dated 5th September 1877—Requesting that the Great Indian Peninsula Railway Company may be allowed to get out engines to the limited number of 35.

Telegram from His Excellency the Governor to the Viceroy, dated 7th September 1877.

Telegram from the Viceroy to His Excellency the Governor, dated 7th September 1877.

Telegram from the Viceroy to His Excellency the Governor, dated 9th September 1877.

Telegram from His Excellency the Governor to the Viceroy, dated 10th September 1877.

RESOLUTION.—The Agent, Great Indian Peninsula Railway Company, should be informed that the Government of India have determined not to sanction for the present the addition of more goods engines to the Company's stock, but that with a view to meet the probable large demand for additional engines for working the traffic during the approaching busy season, they have arranged, through the Secretary of State, for obtaining from England with

the least possible delay, 120 goods engines (State Railway type) of which 20 have to be alloted to Madras, leaving 100 engines available for hire to the Great Indian Peninsula Railway Company should that number be found to be required, but not necessarily for exclusive use on that line.

2. These engines will, according to the latest advices, be delivered in England as follows:—

In October	10
,, November	13
,, December...	44
,, January	27
,, February	19
,, March	7
Total...	120

3. The earliest possible intimation will be given of the actual dates of shipment, but in anticipation of their arrival, the Consulting Engineer should, in communication with the Agents, Great Indian Peninsula and Bombay Baroda and Central India Railway Companies, see that all necessary arrangements are made for their being erected with despatch on arrival.

4. The Government of India will be requested to furnish drawings and particulars of these engines. The following description is taken from the Despatch of the Government of India, No. 117 R, of 23rd August 1877, paragraph 22:—

"They are powerful engines * * * Railways

"They have a short wheel base a desideratum on some of our State lines.

"Their axle load is limited to 10 tons and is suitable to the rails in use on State lines."

5. It is estimated that the completion of the Dhond and Manmad Railway will virtually add 30 more engines to the existing haulage power of the Great Indian Peninsula Railway in respect to famine traffic, and every exertion is being made by Government to obtain the permanent way material required, and to carry the line through early in 1878.

W. A. BAKER, Lieut.-Colonel, R.E.,
Under Secretary to Government.

APPENDIX II.

APPOINTMENT OF A SYNDICATE TO REGISTER APPLICATIONS FOR WAGONS TO CONVEY FOOD-GRAIN TO THE FAMINE DISTRICTS.

No. 1454 of 1877.

P. W. Department, Railway.

Bombay Castle, 1*st September* 1877.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—Complaints having been made of the manner in which applications for wagons to convey food-grain from stations of the G. I. P. Railway Company in the Town and Island of Bombay to stations on the S. E. line, the Nizam's State Railway, and the Madras Railway are now registered, I am directed to inform you that the Bombay Government have resolved to appoint a Syndicate in Bombay to register such applications, to consist of an officer of the Railway Department as Ex-officio President, a representative of the Traffic Department of the G. I. P. Railway Company, and three representatives of the Mercantile Community, interested in the export of grain by rail; and to enquire whether the Chamber of Commerce would desire to nominate one of the latter.

The favour of an early reply is requested.—I have, &c.,

W. A. BAKER, Lieut-Col., R.E.,
Under Secretary to Government.

No. 1172 OF 1877.

P. W. DEPARTMENT, RAILWAY,
BOMBAY CASTLE, *17th July* 1877.

Read the following :—

Nos. 2136—41 R.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT,
RAILWAY.

SIMLA, *3rd July* 1877.

To the GOVERNMENTS of MADRAS, BOMBAY, BENGAL, NORTH-WESTERN PROVINCES and PUNJAB, and CHIEF COMMISSIONER of the CENTRAL PROVINCES.

SIR,—One of the difficulties which has presented itself in connection with the existing heavy demand for freight on the chief railways of India, is the determination of the system on which (1) goods should be received at stations, and (2) the available freight should be allotted.

2. It is not expedient at the present moment to complicate this question by consideration of the elements of distance over which the goods are to be carried, of class of goods or of description of goods, whether perishable or not, neither can the propriety of giving priority of despatch to goods tendered by one railway to another railway in connection with it, whether in its own wagons or otherwise, be usefully considered in face of the present pressure. What is immediately wanted is that, some system should be introduced of which the main principle in determining the order of the allotment of freight shall be priority of registration as at present, but that such system should be worked without the inconveniences and expense which have been experienced in some instances, and with due check over the proceedings of unscrupulous traders.

3. I am accordingly to suggest to the Government of Bombay that, at those railway stations where a heavy accumulation of goods has either taken place or is imminent, a syndicate of traders should be formed under the presidency of the Magistrate or Collector, that registers of dates, names and quantities of stocks immediately at hand should be established, that Agents of the Guaranteed Railways concerned should be invited to co-operate in giving effect to this system, and that the railway freight available should be made known by the railway officials to the syndicate by which its distribution should be made. Some check over the quantities stated to be in stock and registered would be necessary, but details such as this might be worked out by each syndicate.—I have, &c.,

E. C. S. WILLIAMS, Lieut.-Col., R. E.,
Officiating Deputy Secretary.

RESOLUTION.—It is believed that there is not much grain awaiting transport at stations within the Bombay Presidency; but the orders should be circulated for general information and guidance,

and the plan suggested by the Government of India should be adopted wherever it may be found necessary.

2. As regards stations both within and beyond the Bombay Presidency, the Consulting Engineer should be directed to secure the co-operation of the Railway Companies' Agents and the Traffic Officers, wherever syndicates may be established.

H. F. HANCOCK, Lieut.-Colonel, R. E.,
Under Secretary to Government.

No. 164 of 1877.

CHAMBER of COMMERCE, BOMBAY, *5th September* 1877.

To the SECRETARY to GOVERNMENT, Public Works Department, Railway.

SIR,—I am directed to acknowledge the receipt of your letter No. 1454 of the 1st instant, and to inform you that the Chamber of Commerce desires to be represented on the proposed Syndicate to be appointed in Bombay.

As many of the members of the mercantile community are at present absent from Bombay, and the services of a particular member if nominated might not therefore be always available, I am directed respectfully to suggest that Government appoint "a member of the Committee of the Chamber of Commerce" to represent the Chamber on the Syndicate, as, in this way, the attendance of the Chamber's representative would be always secured.—I have, &c.,

J. GORDON, Secretary.

No. 1483 of 1877.

P. W. DEPARTMENT, RAILWAY.

BOMBAY CASTLE, *5th September* 1877.

Read again—

Government of India No. 2136-41 R., dated 3rd July 1877.
Government Resolution No. 1172, dated 17th July 1877.

RESOLUTION.—A Syndicate should be formed to regulate, till further orders, the registration of applications for rail-

way wagons from Bombay Stations, Great Indian Peninsula Railway—

PRESIDENT, (EX-OFFICIO).

A Deputy Consulting Engineer for Railways.

MEMBERS.

The Goods Superintendent, Boree Bunder, or such other Officer of the Great Indian Peninsula Railway Company as the Agent may nominate, a member of the Committee of the Chamber of Commerce, and four representatives of the native grain dealers.

W. A. BAKER, Lieut-Colonel, R.E.,
Under Secretary to Government.

APPENDIX JJ.

MEASURES OF GOVERNMENT FOR SUPPLYING THE FAMINE DISTRICTS WITH GRAIN—MONOPOLY OF THE G. I. P. RAILWAY BY GOVERNMENT FOR THE FAMINE, AND INTERFERENCE OF GOVERNMENT WITH THE WORKING OF THE RAILWAY TRAFFIC.

CHAMBER OF COMMERCE, BOMBAY, *4th September* 1877.

To the SECRETARY to GOVERNMENT, Public Works Department, Bombay.

SIR,—The Committee of the Chamber of Commerce direct me respectfully to bring to the immediate notice of His Excellency the Governor in Council the very serious interruption to the export trade of Bombay which is being caused by the recent stringent orders of Government to the G. I. P. Railway Company to carry a greatly increased famine traffic to Poona, Shahabad, and Raichore. They understand that these orders have been rendered all the more stringent and crippling to the general carrying capacity of the line in consequence of Government insisting on the Railway Company making up a deficiency in the quantity of grain which they had previously agreed to carry.

These orders virtually amount to an almost entire suspension of the export trade of Bombay until the Railway Company receive from England their additional supply of engines which cannot be before the end of the year. In the meantime, merchants who have had stocks lying up-country for many months will be compelled still to hold the bulk there at great loss on acconnt of interest, loss of market, and deterioration, to say nothing of the financial embarrassment and trouble which it may occasion.

Moreover, as the Railway Company find that they work off their arrears quicker by booking from Bombay for the Poona to Raichore line, nearly all their waggons are now

placed on that line, and they have almost, if not entirely, ceased booking even famine traffic from stations above the Thull Ghaut. This is another great hardship, for merchants who found that they could not get their wheat from the Central Provinces to Bombay had determined to send it to the famine districts as the only outlet, but though the stocks have been lying at the stations in the Central Provinces for months they are now shut out from any market. It is also a great hardship to many native merchants who, finding booking from those districts hitherto brisk and unimpeded, have no doubt purchased largely in Nagpore and elsewhere for despatch to the famine districts, and they now find their produce impounded at these places.

This plan, which has been resorted to in the way of forcing traffic, contains a very dangerous feature, which may be productive of most mischievous consequences. While Government insists on the Railway Company providing the agreed supply at Raichore without caring whence it comes, and the Railway Company confine themselves to taking it from Bombay, the practical result is that Bombay is being drained of its stocks, whereas, on the other hand, the inflow of grain from the interior has been stopped. The object, moreover, of Government may be defeated, for, as the transmission of grain from Bombay to Raichore will depend on the prices obtainable, it may become irregular, or entail heavy additional expenditure on Government.

If the steps which have been taken were absolutely necessary in order to provide food for the people of Madras, the Committee would have abstained from offering any comment upon the measures of Government, but so far no such necessity appears to have been shown. But they deem it their duty to point out that the present arrangements will inflict great injury on the trade of Bombay, and will give rise to grievous hardships to individuals, and the Committee feel sure that, if anything can be done to mitigate these evils, His Excellency will at once order it to be done. They trust that His Excellency will find it possible, by relaxing the recent orders issued to the Railway Company, to give immediate relief to the trade; and they desire to urge the necessity in present circumstances of an entire and immediate suspension of all through traffic from the E. I. and the S. P. and D. Railways, which takes up much of the

engine power of the G. I. P. Railway, until the accumulation of grain in the Central Provinces is cleared.

The Committee also direct me to express their hope that the pressing necessity which exists for a largely increased supply of engine power on the G. I. P. Railway is receiving the attention of His Excellency, and that, as the new crops will be requiring transport before the end of the year in large quantity, His Excellency will, in the public interests, give directions that sufficient additional engine power be obtained from England before the new crops are ready.—I have, &c.,

J. GORDON, Secretary.

BOMBAY CASTLE, *8th September*, 1877.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge your letter of the 4th current regarding the traffic arrangements on the G. I. P. Railway.

2. The Governor in Council regrets, quite as much as the Chamber of Commerce can possibly regret, the partial interruption of the general traffic on the line—and especially the export traffic from Bombay to foreign countries—which is caused by the necessity of giving preference to the grain traffic towards the distressed districts. That necessity, however calamitous, is inevitable. The grain must be sent for the safety of the lives of a vast and suffering population. And to this paramount consideration all other considerations must give way for the present. The Governor in Council deplores the injury to trade, but cannot help it.

3. But the power of the railway (under the requisitions from Government) to carry grain to the distressed districts is, of course, entirely conditional on the merchants booking to those districts. It is quite beyond the power of Government to force the traffic in any way. Heretofore not only has the railway been unable to carry the whole of the general traffic and of the famine traffic together which has been offered, but has been unable to carry even the whole of the famine traffic alone. All that Government can do, then, is to give preference to the traffic which is spontaneously pressing to reach the most distressed districts.

Occasionally the merchants have, by reason of fluctuations in prices, proved unwilling for a moment to book for some of these districts. In that case the Government is manifestly unable to exercise even the slightest interference.

4. The amounts of grain which are to be carried by rail to the distressed districts, *provided that the merchants book,* and for the sake of which the preference is to be given to famine traffic over general traffic, depend on imperial considerations and have been determined by the Governor in Council in concert with the Government of India. The Governor in Council is aware of the importance which the Government of India justly attach to the matter for the safety of life and for the sake of humanity, and cannot venture to hope that any relaxation will be allowed, unless, indeed, the season should take a turn more propitious than anything which can now be anticipated. Accordingly at least (2,000) two thousand tons of grain daily are to be carried over the Bhore Ghaut for the Deccan (including Bombay Deccan and Hyderabad Deccan) and Southern India together; and it has been arranged that in order to supply that quantity 100 waggons laden with grain from Northern India for the distressed districts (at the average of 8 tons per waggon, say 800 tons) are to be hauled away from Jubbulpore daily, provided that the merchants shall book; the balance being obtained from the Central Provinces and Bombay, in such proportions as to maintain, as far as possible, regular deliveries to the Poona, Hyderabad, and Madras districts to the extent estimated to be required by each—so long as the merchants shall continue to book.

5. The distribution of the 2,000 tons daily between the different parts of the Deccan and Southern India must of course depend on the consignments which the merchants make. Whether the present daily number of waggons will continue to come from Northern India depends on the proceedings of the merchants.

6. To the utmost of their ability the railway authorities will carry general traffic consistently with the above conditions.

7. "The Governor in Council entirely shares the anxiety of the Chamber regarding the increase of engine power on the G. I. P. Railway by the earliest possible date. The Governor in Council has made to the proper quarters the

most earnest representations in every form he can think of. These representations have, he is glad to say, met with favourable consideration. He believes that a large number of additional engines are being made in England for this purpose; besides the 40 additional engines, which, as will doubtless be remembered by the Chamber, are coming out for the G. I. P. Railway. He hopes that they will arrive in time. But his present information does not as yet enable him to give a definite assurance on the subject. The Dhond-Munmar chord line having been now sanctioned, every effort is being made to open it temporarily for grain traffic, and it will be so opened if the permanent way material shall arrive in time from England.

8. In reference to the doubt expressed by the Chamber of Commerce as to the need of Madras for so much grain,—that is not a matter on which the Governor in Council can judge,—but the authoritative intimations conveyed to His Excellency in Council affirm the existence of the need in the highest degree. As regards the needs of the Deccan, they are within the cognizance of the Governor in Council. Indeed, the very high prices prevailing in Southern India, and the still higher prices prevailing in the Deccan, are absolute proofs of the necessity of sending grain. So long as the range of prices shall continue anything like what it now is in those quarters the merchants will press for the despatch of grain thither by rail. That pressure will become lightened if the prices shall become cheaper.

9. In reference to the apprehension expressed by the Chamber in respect to the draining of Bombay city of its supplies of grain, I am to explain that there is no such tendency so far as the Governor in Council is aware. On the contrary, much of the grain now going forward comes from Northern India.

10. From the foregoing remarks the Chamber will perceive how impossible it is for the Governor in Council to accede to the request (if His Excellency in Council understands the request aright) that the through traffic from Northern India, mainly consisting of grain for the famine, should be stopped, in order that the traffic from the Central Provinces mainly consisting of general exports may be cleared away.

11. Again the Governor in Council observes that, although the general trade and the export may be tempo-

rarily impeded unavoidably, still another equally important branch, namely, the inland grain trade, is greatly stimulated to the advantage of trade generally, which stimulation happens to be demanded by the vital interests of the people.

12. In conclusion, although the Governor in Council is constrained to take the abovementioned measures from the paramount considerations of humanity, yet he fully sympathizes with the Chamber respecting the inevitable inconvenience thereby caused to the general traffic. His Excellency in Council does not yield even to the Chamber itself in anxiety to maintain the general trade of Bombay in which the national wealth of Western India is so greatly concerned. And, consistently with the paramount consideration above mentioned, no effort shall be spared to help the general trade, so far as that assistance may depend on carriage by rail.—I have, &c.,

H. F. HANCOCK, Lieut.-Col., R.E.,
Under Secretary to Government.

CHAMBER OF COMMERCE, BOMBAY, *28th September* 1877.

Lieut. Col. H. F. HANCOCK, R. E., Under Secretary to Government,

SIR,—I am directed to acknowledge the receipt of your letter No. 1509 of the 8th instant regarding the measures of Government for supplying the people of the suffering districts with grain.

The Committee in reply desire me to say that the Chamber concurs with His Excellency the Governor in Council in the necessity, in the present deplorable circumstances, of giving preference to the grain traffic over the general traffic of the G. I P. Railway. If, however, the interference of Government with the traffic arrangements of the Railway were confined to the issuing of orders to give the grain traffic the preference, leaving the working of it to the Railway Company, some portion of the rolling stock which, by the present plan, cannot be utilized for the famine traffic would, the Chamber believes, be available for general trade, and at the same time the supplies of grain to the famine districts would not be diminished. The policy of the Government of India, as declared by the

Viceroy in His Lordship's minute dated 12th August 1877, is to give all facilities for the transport of grain to distressed districts, and to abstain from interference with the grain trade so long as that trade is active. On one occasion only, at the commencement of the present famine in Madras, was the railway power of the country occupied by the Government to the exclusion of private trade, and that proceeding was disapproved by the Government of India. It would, the Chamber respectfully submits, be more in accordance with that policy if Government merely requested the Railway Company to book for the famine districts to the full capacity of their line before taking general traffic, instead of ordering them to carry daily an arbitrary quantity which it is beyond their power to distribute.

It is only on account of the deficiency of transport power and the impossibility of meeting all traffic, that the Chamber admits the necessity in the present emergency of giving a preference to the grain traffic, but it feels sure that the object arrived at will be fully attained by merely giving this preference over other traffic without fixing quantities to be carried or indicating any particular route to be followed. The Chamber believes that grain under the ordinary trade influences will find its way to those places where it is most required—and, moreover, that these natural influences must, if left to themselves, lead to all available transport power being fully availed of—or if it were not so, that this very fact would of itself be proof that the necessity was less urgent than it was supposed to be.

The Chamber would also point out that there are districts in the S. M. Country of the Bombay Presidency where prices of grain have, according to the Prices Current published in the *Government Gazette*, been generally as high and often higher than in any part of the Madras Presidency, and that the policy of the Government in checking the traffic except in one direction must tend to keep prices high in those districts by cutting off their natural channel of supply via Bombay and the Coast.

Under the present orders of Government to the G. I. P. Railway Company, at least two thousand tons of grain daily are to be carried over the Bhore Ghaut for the Deccan and Southern India together. Now it is well known that this quantity of grain is more than the line from Decksal can

carry off, and that in consequence of these orders serious blocks have taken place. Trains of waggons both backwards and forwards are detained for days. These waggons might be running on other parts of the line to advantage instead of merely blocking up an already fully worked line. Last week the utmost confusion prevailed, and the blocks in many places were quite unavoidable, and this week the delay of waggons at Sholapore has been very serious owing to the inability of the merchants to clear away from the station the vast quantities of grain which the Railway has brought them. All this would doubtless be avoided if the Railway Company were only required to book up to their full power and if the working of it were left to themselves.

The orders of Government now in force, which practically amount to a monopoly of the G. I. P. Railway by Government for the famine, and the interference of Government with the working of the line, have, however, resulted in grievous and apparently unnecessary hardship to merchants, as will be gathered from the following instance which occurred recently at Jubbulpore. A Bombay mercantile firm having at that station large stocks, which, under the orders of Government, the Railway Company were unable to bring to Bombay, received from its agent there a letter dated the 8th instant announcing that "famine traffic stood nil and the G. I. P. Railway were obliged to cancel trains to the Bombay side for want of loads." The Traffic Manager, having received no intelligence, was unable to confirm this statement, and the firm therefore telegraphed to its agent in Jubulpore, on the 10th instant, as follows :— "Is famine traffic nil owing to scarcity of waggons? Make thorough enquiry and telegraph whether waggons or goods wanted,"—to which the following reply was received :— "Waggons plentiful everywhere, famine traffic nil, cause scarcity of goods for famine districts, 50 open waggons here, no tarpaulins." It thus appears that the orders of Government prevent the Railway Company from utilizing the large accumulation of waggons at Jubbulpore and other stations for export traffic, even when no supplies of famine goods are available for despatch.

Throughout the letter under acknowledgment, His Excellency in Council lays great stress on the spontaneous booking by merchants of grain for the famine districts, affirming at the same time that it is quite beyond the power

of Government to force the traffic in any way. I am however directed respectfully to point out that indirectly the action of Government, in practically devoting the Railway exclusively to famine work, is forcing the traffic to the famine districts, for it places general traffic at a manifest disadvantage, by restricting, and in some cases altogether excluding, the booking of goods to other stations than those in the distressed districts for which latter every facility is afforded for despatch. Large stocks of grain held by merchants for export, after lying for months at the stations in the Central Provinces, have at last been diverted to the famine districts as the only outlet, the owners finding it hopeless to expect the Railway Company to move these stocks to Bombay, and in many cases cancelling, at heavy loss, the engagements in connection with them, which in the ordinary course of business they had entered into. And with regard to grain merchants engaged in the local trade, many of whom have not the means to keep their stocks in store for any protracted period, besides running the risk of their grain being damaged by weavil, &c.,—it must be an important consideration with them to get quit of their goods at the best rate obtainable in such markets as can be soonest reached, and as it is to the famine districts that the best facilities of despatch are available, it naturally follows that, notwithstanding the better prices which may be realized elsewhere, such markets as have not the same advantages of being reached must consequently suffer.

The inland grain trade is no doubt stimulated for the moment to an unusual degree by the exclusive facilities afforded to it, and the high prices prevailing, but these will immediately collapse when famine disappears. Its importance in serving the interests of the people are fully appreciated by the Chamber, but I am directed at the same time to add that the export trade, on which the permanent prosperity of the country depends, is also entitled to some consideration. It is of great importance, in the interests of India, to preserve and extend the foreign markets which its export trade has already found, and the loss of which would be nothing short of a calamity. But the magnitude of the evil now being done to this trade will be best understood by a comparison of the exports of linseed and wheat from Bombay last year and this year. The shipments of linseed and wheat in the 8 months ending 31st August 1876 exceeded those of the same period in the present year by

about 40,000 and 2,000 tons respectively. This falling off has not arisen from any failure of crops, nor from an absence of demand in the European markets, while freights have been abnormally low, and exchange at a moderately favourable level for shippers. It is owing entirely to the inability of the Railway Company to carry the produce to the Coast. But the evil does not end here, for we find that from the 1st September to the end of last year about 15,000 tons of wheat and 20,000 tons of linseed cleared from the port, so that if the present Railway traffic arrangements are continued, we shall in all likelihood find the total export of these articles of produce upwards of 70,000 tons less than last year,—a very heavy tax indeed for the trade of Bombay to bear.

The Chamber in urging the necessity, in present circumstances, of an entire and immediate suspension of all through traffic from the East Indian and Scinde, Punjaub, and Delhi Railways, referred more particularly to *general* goods traffic, and it is still of opinion that that ought to be stopped, even though there may be but a little coming through. With regard to the through famine traffic from Northern India to Jubbulpore—stated at 800 tons daily—the Chamber respectfully submits that that ought to be taken from the Central Provinces, so that holders of grain in those province might be relieved.

In conclusion, I am directed to express the satisfaction with which the Chamber learns that the Dhond-Munmar chord line has now been sanctioned, and its hope that this line will be completed as quickly as possible.—I have, &c.,

J. GORDON, Secretary.

Telegram despatched to Colonel Hancock, Kirkee, from Chamber of Commerce, on 5th October 1877.

Please represent urgently to Governor that markets in famine districts being amply supplied, and prices daily declining and lower than Bombay—all reason for preference to famine traffic ceased. Holders of grain in Nagpore other stations will continue to book in order to clear stocks owing to preference given, and despatch to Bombay will continue closed—thereby inflicting continued great loss on Bombay trade and merchants. Unless Government concurs, deputation of chief sufferers would solicit early interview.

J. GORDON, Secretary.

POONA, *9th October* 1877.

FROM ASSISTANT SUPERINTENDENT, P. W. D. (RAILWAY), to CHAMBER of COMMERCE.

Your telegram of 5th. Preference for famine traffic has been given first to 800 tons a day for Bombay Deccan. Second to 1,200 tons a day for places beyond Bombay Presidency. Governor in Council desires to prevent unnecessary inconvenience to trade of Bombay subject always to conditions and principles laid down in letter fifteen hundred nine of 8th September last. Has now the satisfaction to withdraw preference in respect to Bombay Deccan, subject always to necessity very shortly of giving preference to permanent way material Dhond-Munmad Railway from Bombay to Dhond to about 350 tons a day. As regards preference for places beyond Bombay, has made reference to Government of India who are the proper judges of the necessity. On receipt of reply such steps will be taken as may appear necessary.

JOHN C. HOUGHLAND.
Assistant Superintendent P. W. D. (Railway.)

Extract from the Proceedings of Government in the Public Works Department (Railway), dated 9th October 1877.

RESOLUTION.—His Excellency the Governor in Council desires to prevent all unnecessary inconvenience to the trade of Bombay, subject to the conditions and principles laid down in letter to the Chamber of Commerce, No. 1509 of 8th September 1877, and has now the satisfaction to withdraw the instructions given to the Great Indian Peninsula Railway Company in respect to preference to be given for grain consigned to stations in the Bombay Deccan to the extent of 800 tons daily.

2. Preference is, however, still to be given to grain consigned to the Nizam's State Railway to the extent of 300 tons, and to Raichore and stations beyond to the extent of 900 tons daily, pending receipt of instructions from the Government of India.

H. F. HANCOCK, Lieut.-Colonel, R.E.,
Under Secretary to Government.

POONA, 12th *October* 1877.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated 28th September last, regarding the measures adopted by Government for securing a sufficient supply of grain to the districts suffering from famine.

The instructions given by Government to the G. I. P. Railway Company were,

To maintain an average of 2,000 tons of grain daily over the Bhore Ghaut for distribution in the famine districts; the distribution to be made as far as possible as shown below, provided sufficient grain was booked:—

	Daily average. tons.
Bombay Deccan	800
Nizam's line	300
Raichore and beyond	900

The arrangements regarding supplies to Hyderabad and Raichore were made under instructions from the Government of India.

The responsible officers of the Railway Company were consulted before the above proportions were fixed, and in spite of numerous difficulties and delays from accidents, defective arrangements, and other causes, the actual deliveries during the month of September were :—

	Daily average tons of grain.
Over the Bhore Ghaut	1,907
Bombay Deccan (approximate)	806
Nizam's line	297
Raichore and beyond	806

Showing that the capacity of the line was by no means over-estimated—and that the measures adopted to secure fixed supplies of grain to the distressed districts have been fairly successful.

The temporary blocks of traffic referred to by the Chamber were chiefly due to the difficulty of disposing of the limited engine power available so as to meet promptly the ever varying demand for carriage to the famine districts from different points on the railway, and of regulating consignments so as to maintain an even current of traffic; but the most serious evil that resulted was an undue detention of *foreign* waggons.

It is not apparent that the policy of Government in regulating the supplies to the Deccan and Madras by

railway affected the supply to the Southern Mahratta Country via Bombay and the Coast. The orders regarding preference were issued about the third week in July, and the exports to Southern Mahratta ports, before and after that time, are given below :—

EXPORTS OF GRAIN TO SOUTHERN MAHRATTA PORTS.

Extracted from published weekly statements issued by the Public Works Department :—

	Tons.
Week ending 31st May	7,919
„ „ 7th June	1,605
„ „ 14th „	1,043
„ „ 23rd „	351
„ „ 30th „	1,492
„ „ 7th July	267
„ „ 14th „	509
„ „ 21st „	6
„ „ 28th „	75
„ „ 4th August	1,631
„ „ 11th „	5,168
„ „ 18th „	5,501
„ „ 25th „	748
„ „ 1st Sept.	2,156
„ „ 8th „	1,036
„ „ 15th „	1,422
„ „ 22nd „	708

No doubt the inability of the G. I. P. Railway to carry all the traffic that offered to Bombay tended to keep up prices there, and a very large proportion of the grain sent to Hyderabad and Raichore during the first three weeks of September was booked from Bombay, but prices in the Southern Mahratta Country were, it is thought, kept up by the uncertainty which prevailed regarding the season's prospects, and the consequent reluctance of local dealers to part with their stocks.

The instructions recently issued, and communicated in my telegram of the 9th instant, will have satisfied the Chamber of the anxiety of Government to remove restrictions on the general trade as soon as the improved condition of the distressed districts under their immediate control rendered it possible to do so.

I am now directed to forward for information of the Chamber a copy of a letter, of the 3rd inst., from the Government of India, bearing on the subject of grain supplies to the distressed districts generally.—I have, &c.,

H. F. HANCOCK, Colonel, R.E.,
Under Secretary to Government.

From C. BERNARD, Esq., C. S. I., Additional Secretary to the Government of India, to the SECRETARY to the GOVERNMENT of BOMBAY, Railway Department.

SIMLA, *3rd October* 1877.

SIR,—I am directed to acknowledge the receipt of your letters Nos. 91 and 95, dated 23rd September, which furnishes information regarding the quantities of grain carried into the famine districts of Madras and Hyderabad by the Great Indian Peninsula Railway during the first twenty-one days of the past month.

2. His Excellency the Viceroy in Council observes that a daily average of 834 tons of grain has been worked into the Madras Railway junction at Raichore, and that a daily average of 255 tons has been worked on to the Nizam's branch Railway. These results are very much better than the working during the month of August. The Government of India has much pleasure in acknowledging that the improvement is due to the unremitting attention given by His Excellency the Governor in Council to the subject, and to the increased exertions with which the Great Indian Peninsula Railway officers have responded to the demands of the country and of the Government.

3. The Governor General in Council is aware that the preference, given to grain consignments to Southern India above all other traffic, causes inconvenience to the merchants and to the export trade of Bombay. But in the face of the great needs of the population in the famine-stricken districts, there was no choice but to give such preference. It is not unknown to His Excellency the Governor in Council that the Government of India have done all that was possible to meet the requirements of the Bombay export trade, by ordering from England one hundred additional engines; a bonus is being given for the early delivery of these engines, and it is promised that from 50 to 60 will be delivered in India before the end of January next. It was understood, at the conference held by the Viceroy with the Government of Bombay and its officers at Poona on the 23rd August, that the want of engines is the only obstacle to the Great Indian Peninsula Railway's carrying both the ordinary and the famine traffic.

4. The Government of India understands from your letters under acknowledgment, and also from information received by His Excellency the Viceroy on his return jour-

ney to Simla, that the needs of the North-West Provinces are already affecting the grain traffic from Hindustan to Southern India, and that the grain exports from the Nerbudda Valley, as far west as Gadurwara, have turned eastwards and go towards Agra instead of towards Bellary. Anticipations are also expressed that, after the 15th of this month, there will be little northern grain to go forward to the famine districts, though despatches may be expected to continue from Nagpore and Berar.

5. It is satisfactory for the Government of India to know that, so far as can be foreseen, this falling off in despatches from the north will not injuriously affect the position in Southern India. Despatches of food-grains to the Madras Presidency from Bengal and Burma have, for several weeks past, averaged from 3,600, to 4,600 tons a day; and during the week ending on the 26th September the despatches of food-grains from Bengal and Burma to the Madras ports averaged 5,454 tons a day. The very favourable rain of September has done incalculable benefit to the standing and to the coming crops; already in some parts grain pits have been opened, hoarded grain has come into the market, and the demand for imported grain has diminished. A small, but quite appreciable and most welcome, quantity of food is being everywhere obtained from the petty millet crops, which have ripened or are ripening to harvest. And if the October rains are favourable, there will, it is believed, be sufficient food for the people until the great winter harvest ripens in January. Prices have but slightly fallen; and the continuance of dear prices will draw in supplies of food from Bengal where there is a large surplus of rice ready for export.—I have, &c.,

C. BERNARD,
Additional Secy. to the Govt. of India.

APPENDIX KK.

REMISSIONS AND REDUCTIONS OF CUSTOMS DUTIES.

Alterations since the passing of the Indian Tariff Act on the 5th August 1875.

Date of Resolution of Government of India.	Date of Custom House Notification.	Articles.	Nature of Alteration.	Remarks.
5th Aug. 1875...	10th Aug. 1875.	SALTED FISH	No import duty shall be levied on salted fish imported from any port in any part of British India (except British Burmah and Sindh) and protected by the certificate of an Officer empowered in that behalf by the Local Government that duty has been paid upon the salt used in curing such fish. The duty chargeable on fish thus protected and imported from any port in Sindh shall be nine annas per cwt.	
5th Aug. 1875...	10th Aug. 1875.	SALT, OPIUM, and SPIRITS ...	Salt, opium and spirits imported from any port in British India and protected by the certificate of an Officer empowered in that behalf by the Governor General in Council, or the Local Government, shall be chargeable with only the amount, if any, by which the duty leviable thereon under schedule A to the "Indian Tariff Act 1875" exceeds the duty shown by such certificate to have been already paid in respect of the articles thus protected. The amount (if any) paid to the Government in the Presidency of Fort St. George or elsewhere as the price of Salt, Spirits, Opium, shall not be deemed to be duty within the meaning of this paragraph.	

3rd Sept. 1875..	9th Sept. 1875..	WINE, SPIRIT, or LIQUEUR ...	Any Wine, Spirit, or Liqueur shipped in a vessel, which sailed for British India on or before the 15th August 1875, and imported at such port, having been sold or a contract for the delivery of same having been concluded on or before the 5th day of August 1875, at a fixed price, including the Import Duty payable in British India, no higher Import Duty shall be levied on such Wine Spirit or Liqueur than that specified in the Indian Tariff Act 1871. This Notification shall apply in the case of all duties payable on and after the 5th August, and any duties which have been levied in excess of those herein fixed shall be refunded on application. Each case will have to be settled on its merits by the Commissioner.
.....	4th Oct. 1875...	MILL BOARDS ..... PASTE BOARDS..... STRAW BOARDS ..... CARD BOARDS ..... VISITING CARDS (not printed). BOOK COVERS ..... PORT FOLIOS ..... BLANK BOOKS ..... MEMO BOOKS..... DIARIES ..... POCKET BOOKS..... ACCOUNT BOOKS ..... SCHOOL COPY BOOKS..... RAILWAY TICKETS (not printed	Dutiable at 5 per cent. as "Stationery."
...		MOULDINGS, Wooden and Gilt..	Dutiable at 5 per cent. as "Furniture."
.....	.....	PICTURES with Glass and Frames including show Cards, glazed and Framed	Frames and Glass dutiable at 5 per cent. rest free.
.....	.....	STARCH	Dutiable at 5 per cent. as Groceries.

Date of Resolution of Government of India.	Date of Custom House Notification.	Articles.	Nature of Alteration.	Remarks.
.....	.....	YEAST	Dutiable at 5 per cent as "Oilmanstores."	
.....	.....	PRINTING INK and BRASS RULES	*Free.*	
.....	.....	BLANKETS, &c. for Printing Purposes.....	Dutiable at 5 per cent. as "Woollens, &c."	
.....	.....	EMERY CLOTH and PAPER and SAND and GLASS PAPER.	Dutiable at 5 per cent. as "Hardware."	
.....	.....	HOSE-Leather, Canvas and India Rubber	Dutiable at 5 per cent. unless imported with Machinery as a component part thereof.	
.....	.....	GLASS GUAGE TUBES	Dutiable at 5 per cent. as "Glassware."	
.....	.....	HYDRAULIC TUBES	Dutiable at 1 per cent. if of Iron, otherwise 5 per cent.	
.....	.....	BOILER TUBES		
.....	.....	INDIA RUBBER WASHERS ...	Dutiable at 5 per cent. as "Manufactures of Gum."	
.....	.....	WEIGHING BRIDGES and WEIGHING MACHINES	Dutiable at 5 per cent. as "Hardware."	
.....	.....	CIGARETTE PAPERS	Dutiable at 5 per cent as Articles for consumption of Tobacco.	
.....	.....	PHOTOGRAPHIC PAPERS	Dutiable at 5 per cent as 'Photographic Materials."	
.....	.....	BOILER COMPOSITION	Dutiable at 5 per cent under item No. 41.	
.....	.....	ENCAUSTIC and other Sorts of pavement Tiles	Dutiable at 5 per cent as "Earthenware."	

.....	.....	BROOMS made of Cocoanut and Date Palms and Grass, Twigs, &c.	*Free.*
.....	.....	BROOMS other Sorts	Dutiable at 5 per cent as "Brushes."
.....	.....	MACHINERY	Is to be admitted Free, but attention is particularly directed to the definition of "Machinery" as laid down in para 5 of the Lieutenant Governor of Bengal's letter No. 3017, dated 19th September 1868 to the Board of Revenue, and accepted by the Government of India in their letter No. 3588, dated 23rd November 1868, which runs as follows :— Any Article which is of no use; except for the purpose of producing, or constructing or manipulating some material foreign to itself, or which is used to transmit force or motion, or to transport materials, &c., unless specially subject to duties under the Indian Tariff Act.
24th Sept. 1875.	7th Oct. 1875...	STILL WHITE WINES of Bordeaux and Burgundy	The proper duty upon the Still White Wines of Bordeaux and Burgundy imported into British India is one rupee per imperial gallon, being the duty leviable under the Indian Tariff Act of 1875 on "Claret and Still Burgundy" Wine.
17th Dec. 1875.	6th Jan. 1876...	IRON TELEGRAPH POSTS	Iron Telegraph Posts imported for use as part of the plant of a Railway to be classed as Railway Materials and charged with import duty of 1 per cent *ad valorum*.
13th Jan. 1876..	20th Jan. 1876..	CHINA CLAY, DRUGS, CHEMICALS, OCHRE, and ROSIN, for use in the Manufacture of Paper	Exempting from the whole of the duties of Customs to which they are liable under the said Act, or any other law for the time being in force, all China Clay, Drugs,

Date of Resolution of Government of India.	Date of Custom House Notification.	Articles.	Nature of Alteration.	Remarks.
13th Jan. 1876..	20th Jan. 1876..	CHINA CLAY, &c.—*continued*...	Chemicals, Ochre, and Rosin imported into British India by paper manufacturers and shown to the satisfaction of the Chief Customs Authority of the place where they are imported to be intended solely for use in the Manufacture of paper.	
.....	8th Feb. 1876...	GUMS of all Sorts either in their genuine state or refuse or kunnee	May be passed on Drawback, provided on identification they are proved to be *Foreign Produce* and the requirements of the Law are met.	
26th Feb. 1876.	6th March 1876.	WIRE TRAMWAYS or component parts thereof	Wire tramways or component parts thereof being Machinery within the meaning of the Indian Tariff Act, no Customs duty should be levied on their importation into British India.	
12th May 1876.	18th May 1876.	WINES produced in Greece, Austria and Hungary	The duty on Wines produced in Greece, Austria, and Hungary, and imported into British India, shall henceforward be only one Rupee per Imperial Gallon or six quart bottles.	
7th June 1876..	20th June 1876.	COFFEE not separately liable to Customs duty	Coffee is not separately liable to Customs duty under the Tariff Act 1875, but if Coffee is imported in small quantities with other stores, it seems to be covered by the definition "Groceries not otherwise described" under Article "47, Provisions and Oilmanstores," of schedule A, and so is liable to an *ad valorem* duty of 5 per cent.	

24th Nov. 1876.	8th Dec. 1876...	RAILWAY MATERIALS	Government have recently decided in their resolution No. 6850 of the 24th November 1876 to admit gross Invoice value for Railway Materials as is the practice observed in Calcutta, instead of levying duty on net value as has hitherto been the practice here. If the Railway Authorities find it difficult to give gross Invoice value for each article, when there is no ascertainable market value, then in such cases (10) ten per cent. should be added to the net Invoice value and accepted as the value for duty. Articles having a marketable value should be treated as other *ad valorem* goods.	
.....	13th Dec. 1876.	RAILWAY MATERIALS	For Articles which have a market value, the net Invoice value plus 15 per cent should be accepted as gross market value for duty. In either case no duty discount is to be allowed.	
16th Dec. 1876.	23rd Dec. 1876.	HEMP (raw) and FLAX (raw) ...	Though, according to the letter of the Tariff Hemp (raw) and Flax (raw) are dutiable, this is an error to be rectified when another Act is passed and in the mean time no duty should be charged on such importations, which are passed *free* at Calcutta.	In Custom House Notification dated 5th January 1877, it is stated that the intentions of the Legislature have not, in consequence of the change in the classification of the tariff required for the returns sent to the Secretary of State been very clearly expressed, and these articles should be passed *free* of duty, pending a revision of the tariff schedule.
16th Dec. 1876.	5th Jan. 1877...	CHALK and LIME as being Cements	It has been brought to the notice of the Government of India that in the Chittagong Custom House, duty has been charged on	

Date of Resolution of Government of India.	Date of Custom House Notification.	Articles.	Nature of Alteration.	Remarks.
16th Dec. 1876.	5th Jan. 1877..	CHALK and LIME.—*continued.*	imported chalk and lime as being cements under item No. 4 "Building and Engineering Materials" of the Schedule A attached to Act XVI. of 1875. This practice is erroneous, for though chalk and lime may be component parts for manufacture of cement they are not in themselves cements, and consequently only the three sub-heads specified in the schedule being dutiable, these articles should be passed *free*.	
16th Dec. 1876.	5th Jan. 1877...	MARBLE CHIMNEY PIECES ...	Further, under the same heading, Marble Chimney pieces have been charged with duty, but as only the three sub-heads mentioned in the schedule are dutiable, duty on other articles cannot be levied. For statistical purposes, marble chimney pieces should be classed under stone and marble, rather than under building materials.	
16th Dec. 1876.	5th Jan. 1877...	CABINET-WARE and FURNITURE	Under the head of "Cabinet ware and Furniture" it would appear that horse hair has been charged with duty, on the ground that it is used to stuff articles of Cabinetware. This view does not appear to be correct, and the articles should be passed *free*.	
16th Dec. 1876.	5th Jan. 1877...	WOODEN SLEEPERS	Wooden sleepers are free of duty on import, but may be classed for statistical purposes under Railway Plant and Rolling stock, being separately enumerated as a sub-head of that entry.	
16th Dec. 1876.	5th Jan. 1877...	CURRENT COPPER COIN	Current Copper Coin is *free* of duty.	

16th Dec. 1876.	5th Jan. 1877...	PASTEBOARD and MILL-BOARD	Pasteboard and Millboard are dutiable as stationery, but for statistical purposes should continue to form a separate sub-head of the general head "Paper."
.....	8th Jan. 1877...	REQUISITES ACCOMPANYING MACHINERY	Any requisites accompanying machinery that may come out ready cut or fitted for incorporation in setting up the Machinery are to be passed free as component parts, but mere materials which have to be made up or altered before they can be used are to be charged for.
.....	15th Jan. 1877..	NEW HOOPING called in the trade STEEL HOOPS or STEELY IRON HOOPS	The new Hooping called in the Trade "steel Hoops or steely Iron Hoops" imported by Messrs. Knoop & Co. does not contain any steel, but is a superior quality of iron. It should be charged duty accordingly.
13th Jan. 1877.	22nd Jan. 1877.	JUTE TWINE	Jute Twine should be passed *free* of duty on import into any Port of British India, till further orders.
26th Jan. 1877.	2nd Feb. 1877.	TINNED PLATES	Import duty on tinned plates shall be levied at the lower rate of one per cent.
24th Feb. 1877.	3rd March 1877.	OLD LEATHER DUBBERS	"Old Leather Dubbers" when imported from Foreign Ports beyond the Continent of India should in future be charged with duty under item No. 31 of the Import Schedule attached to the Tariff Act of 1875.
2nd March 1877.	7th March 1877.	IRON ORE, CHLOROFORM, and SULPHURIC ETHER.....	Iron Ore to be passed in future *free* of import duty: chloroform and sulphuric ether properly fall under the head "Chemical products and preparations," item No. 9

Date of Resolution of Government of India.	Date of Custom House Notification.	Articles.	Nature of Alteration.	Remarks.
2nd March 1877.	7th March 1877.	IRON ORE, &c.—*continued.*	of the schedule, and are taxable at 5 per cent. *ad valorem*. Tinctures on the other hand, being commonly solutions of some drug in proof or rectified spirit, should be regarded as mixed articles composed partly of ingredients dutiable under item No. 17, and item No. 32, to which Section 5 of the Act would apply, but some times when the solvent used is ether, not spirit, the article would be a mixed article composed partly of an ingredient dutiable under item No. 17, and partly of one dutiable under No. 9, and for statistical purposes a tincture of which the basis is a drug (*i.e.* an article of vegetable origin employed in pharmacy), should be classed under "Drugs and Medicines" irrespective of the item in the Tariff Schedule under which duty is levied. The Government of India adds that in the case of a consignment of drugs and chemicals containing small quantities of a large number of different articles it might probably be found more convenient to come to some sort of equitable understanding with the importer rather than enter upon somewhat elaborate calculations which would be required for the strict application of Section 5 of the Tariff Act.	
16th March 1877	22nd March 1877	RAW SILK the produce of the Tasar or other wild-worm	Fixing the value of Raw Silk, the produce of the Tasar or other wild-worm, when such silk is imported from China, at rupees 4 (four) per lb.	

21st March 1877	5th April 1877 .	ROPE and TWINE made of Jute	The Governor General in Council considers it is an error to subject Rope and Twine made of Jute, on import into India, to duty under No. 37 of the Import Tariff Schedule. These articles are exempt from duty under No. 14 of the Schedule and no duty is to be levied on them.
21st March 1877	5th April 1877 .	GUNNY BAGS and GUNNY CLOTH	Gunny Bags and Gunny Cloth are *free* from duty on import into British India.
21st Feb. 1877 .	19th April 1877.	DRUGS and CHEMICAL preparations containing a large proportion of spirit	All drugs and chemical preparations containing less than 20 per cent of spirits shall be taxed at 5 per cent *ad valorem* under Nos. 9 or 17 of the Tariff Import Schedule, and all those which contain 20 per cent and upwards shall be taxed as spirit at Rs. 4 per gallon, Section 5 of the Tariff Act being applied to them. These instructions will apply to all drugs or chemicals prepared in accordance with recognised formulæ, but on other medicinal or chemical preparations, as, *e. g.*, patent medicines, the duty of 5 per cent. should be charged, unless in any case it should seem on examination that the article imported is of a character which would make it liable under the above terms to pay duty as spirit.
.....	19th April 1877.	TELEGRAPHIC INSTRUMENTS and APPARATUS ...	It has been ascertained to be the practice at Calcutta not to charge duty on Telegraphic Instruments and apparatus as they are not considered to fall under any head of the Import Tariff and Schedule. It is accordingly ruled that the Calcutta practice should now be followed here (in the Bombay Custom House.)

Date of Resolution of Government of India.	Date of Custom House Notification.	Articles.	Nature of Alteration.	Remarks.
Bombay Govt. Gazette dated 4th May 1877.	7th May 1877...	MALWA & GUZERATH OPIUM.	Directing the levy of Pass duty on Malwa and Guzerath opium at the rate of Rs. 650 per chest of 140 lbs., and at Ajmere Rs. 675 per chest, with effect from Monday the 16th July 1877.	Vide Bombay Government's notification dated 4th May 1877.
11th May 1877.	17th May 1877.	MOCK GOLD LEAF	Declaring that importations of Mock Gold Leaf shall henceforth be assessed for duty at the rate of 5 per cent *ad valorem*.	
13th June 1877.	22nd June 1877.	TELEGRAPH STORES and APPARATUS	It has been ruled in Government Resolution No. 2726, dated 13th June 1877, that, as it appears to be customary both in Calcutta and Madras to pass *free* of duty telegraph stores and apparatus, the same rule should be followed here. It is accordingly directed that this ruling should be observed in future in the Bombay Custom House.	
.....	27th June 1877.	BLANKETS for printing purposes	Blankets for printing purposes should be passed *free* of duty.	The Custom House standing order No. 1488 dated 4th October 1875 should be considered as cancelled as far as this item is concerned.
31st July 1877.	2nd Aug. 1877.	TELEGRAPHIC STORES...	Custom House notification dated 22nd June 1877 superseded. It appears that Telegraphic stores are not passed *free* of duty either in Calcutta or Madras as Government were led to believe in the former correspondence on the subject, and, under the circumstances now stated, the practice	

			usual in Calcutta and Madras, viz., to pass only Telegraphic Instruments and Apparatus *free*, should be followed in future.
.....	28th Aug. 1877.	SHANGHAI SILK	It having come to notice that "Shanghai Silk" is passed through the Custom House as "Cochin China Silk" at Rupees four per lb. instead of as "Silk other sorts" at Rs. seven per lb, it is hereby ordered that all packages said to contain Cochin China Silk should be thoroughly examined.
14th July 1877.	21st Sept. 1877.	All Sorts of LAC other than SHELL and BUTTON LAC ...	Exempting Lac from import duty, and, notifying that the export duty on Shell Lac shall be one rupee eight annas per cwt. and the export duty on Button Lac one rupee four annas per cwt., and that all sorts of Lac other than those above mentioned are exempted from export duty.
22nd Sept. 1877.	29th Sept. 1877.	COTTON BELTING for Driving Machinery	Exempting Cotton Belting for driving machinery from import duty.
21st Sept. 1877.	4th Oct. 1877 ...	REGIMENTAL BAND INSTRUMENTS	Exempting regimental band instruments from import duty.
12th Oct. 1877.	27th Oct. 1877.	WOODEN RAILWAY SLEEPERS and CURRENT COIN and BULLION	Exempting from all duties of customs Wooden railway sleepers and current coin and bullion on importation into British India.
19th Oct. 1877.	27th Oct. 1877.	RICE exported by Sea to certain French Ports and Settlements on the line of the Madras Coast.	Notification of the Government of India dated 19th October 1877, declaring that the

Date of Resolution of Government of India.	Date of Custom House Notification.	Articles.	Nature of Alteration.	Remarks.
19th Oct. 1877	27th Oct. 1877	RICE Exported, &c.—*continued*...	exemption from export duty of all rice exported by sea and entered outwards for either of the French ports of Pondicherry and Karikal, or passing by land into any of the French settlements situate on the line of coast within the Presidency of Fort St. George, which was accorded in notification No. 19 dated 19th January 1877, and extended to 21st October 1877 by notification No. 334, of the 20th July 1877, shall continue in force for a further period of three months, *i. e.*, until the 21st January 1878 inclusive.	

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